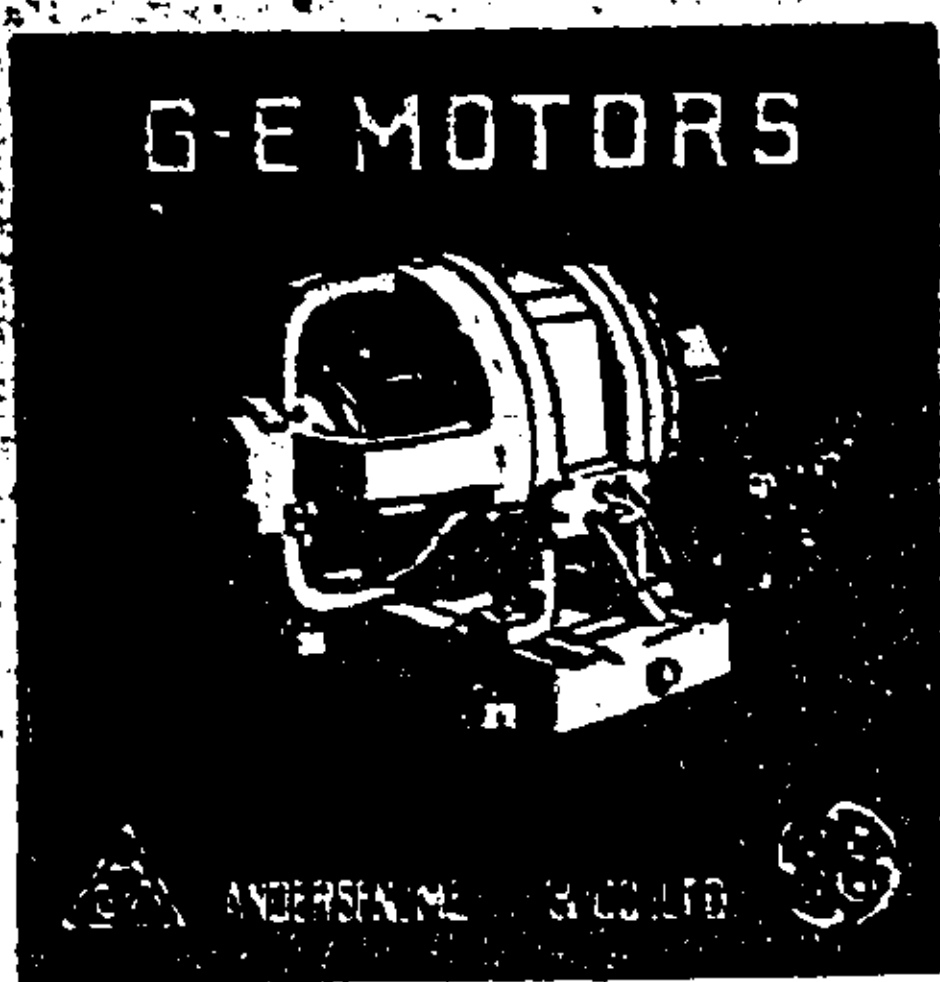




The Hongkong Telegraph.

FOUNDED 1861
No. 12,360

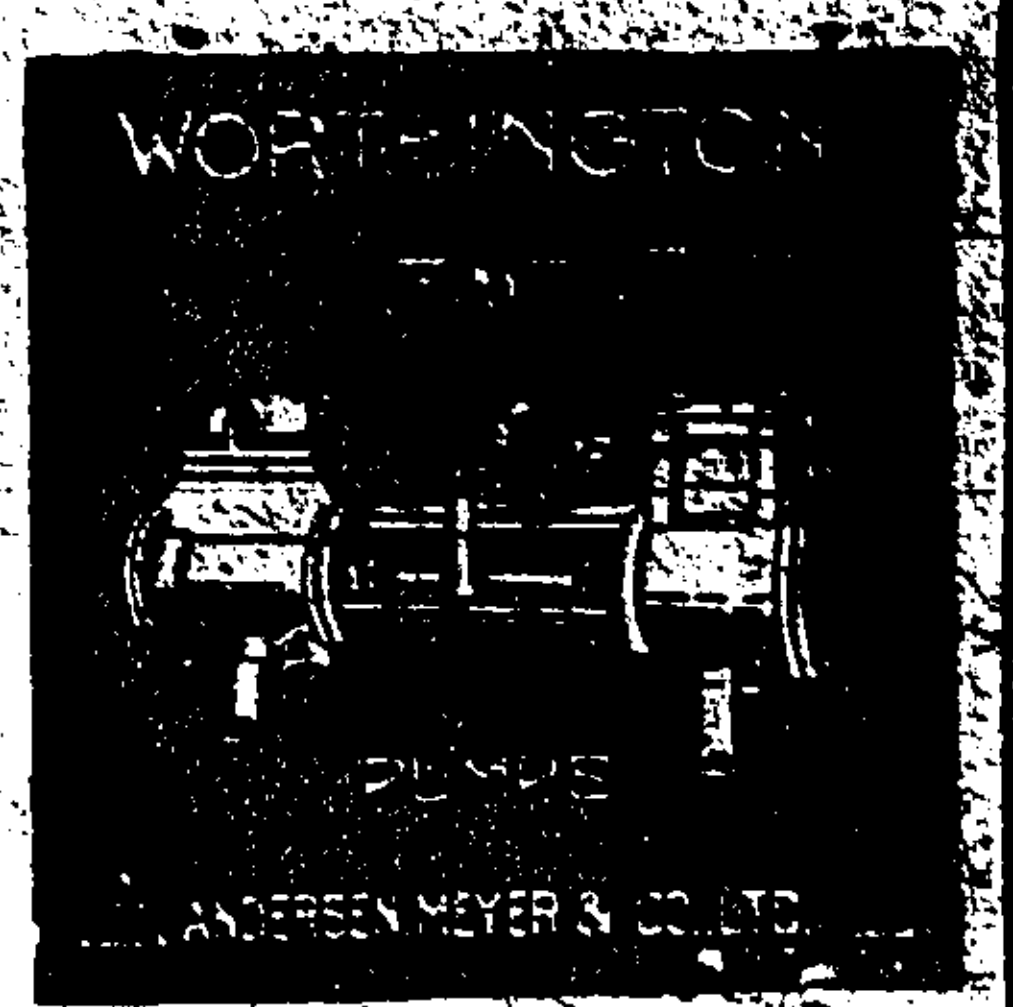
六拜禮

號十五月五英曆

SATURDAY, MAY 20, 1922.

日四十月四

SHALL COPY 10 CTS
120 PER ANNUM



THE GENOA CONFERENCE.

First Plenary Sitting.

(Reuter's Service.)

Genoa, May 18.
The final plenary sitting of the Conference took place at the Palazzo San Giorgio at nine this morning in perfect weather. There was a great military display in the streets, which were not so crowded as previously, every seat in the hall was occupied when Dr. Rathenau, who had been in the hall since the opening of the Conference, took his seat at the head of the table. Dr. Rathenau, who had been in the hall since the opening of the Conference, took his seat at the head of the table. Dr. Rathenau, who had been in the hall since the opening of the Conference, took his seat at the head of the table.

U. S. Viewpoint Concerning Russia.

Washington, May 19.
Mr. Child (U.S. Ambassador to Italy), conferring with Mr. Lloyd George and Signor Schanzer, communicated the American viewpoint that Russia must rid herself of Sovietism as the first essential step towards economic restoration.

U. S. Foreign Minister on International Obligations.

Washington, May 19.
Addressing the Chamber of Commerce of the United States, Mr. Hughes (Secretary of State) said that the nations might adopt whatever policies they pleased in local affairs, but if they sought international intercourse there must perform their international obligations. They put themselves outside the pale of international intercourse if they adopted a policy of non-cooperation.

LABOUR CONDITIONS IN THE U.S. STEEL INDUSTRY.

President Harding Urges Abolition of 12-Hour Day.

Washington, May 19.
President Harding, at a dinner to a number of steel magnates at the White House, urged the abolition of the twelve-hour working day, but assured the guests that the Government did not intend to interfere with private enterprise. He opined that the United States were about to witness a great industrial revival, and the only hope of such a revival was to carry it out before business was in full swing again.

THE UNREST IN INDIA.

Calcutta, May 18.
The belief that Swaraj will soon be obtainable and that Gandhi will come to break down prison walls, was declared by a witness, in giving evidence at the enquiry regarding the mutiny which occurred on April 28th, as embodying the political views of the Nationalist newspapers, which were handed on to ordinary prisoners. The witness, who is a convict claiming education at Edinburgh University, added that his fellow-prisoners vainly endeavoured to persuade him to send a false message to the Nationalist Press, that a war had broken out between the British and the Moslems. The object was to excite public sympathy.

A NEW BANK.

London, May 18.
A new bank, entitled Barclay's Bank (Overseas) with a capital of £1,350,000 has been registered to carry on the business of Cox and Company (France). Barclay's Bank is the chief shareholder in the new concern. Other shareholders include the National Bank of South Africa, the British Bank of South Africa, the bank of Taiwan and the Bank of Athens.

(Other Telegrams on Page 2.)

OBITUARY.

Mr. J. McCorquodale.

It is with much regret that we record the death of Mr. John E. C. McCorquodale, of the China Sugar Refining Company, which took place last night at his residence, East Point Terrace, after a brief illness. The deceased, who had been in somewhat indifferent health of late, was taken ill on Monday last. His condition was not regarded as very serious until yesterday, when he took a turn for the worse and passed away just before midnight.

PEKING NEWS.

A Stupid Censorship.

Shanghai, May 19.—Reuter's correspondent at Peking says the withdrawal of Chang Tso-lin's censors in Peking has been followed by a police censorship which is more senseless than the former. Telegrams relating to Chang Tso-lin's independence manifesto are entirely suppressed, without the common courtesy of notifying the sender. This stupid policy is merely antagonistic to the press.

THE LAUNCH STRIKE.

Yesterday's Meeting a Failure.

ANOTHER CONFERENCE TO-DAY.

The launch workers' strike proceeds, and without any immediate prospect of ending. The endeavour of the owners yesterday to get a number of the workers together and explain to them the unreasonableness of the Guild's attitude did not meet with any great measure of success. Only eight engineers and coxswains were found to attend a meeting at which the Secretary for Chinese Affairs met the representatives of the two Chambers of Commerce and, as the Guild officials had left for Canton, there were no representatives of the workers' organisation present. And so the meeting was not productive of the result hoped for.

Kowloon Ferry Service.

In spite of many little mishaps and not a few delays, Kowloon folk are loud in their praises regarding the manner in which the naval ratings have managed to keep the Star Ferry service going. There was an interruption in the service yesterday afternoon and at five o'clock one of the two boats went out of commission. With only one boat running there was much waiting, but for those who had the patience there was always a safe passage. Sampan folk have been reaping quite a little harvest, generally charging what they like to those who have made the journey with them to Kowloon. The ferry service discontinued for the night at 8.30 but was going again at an early hour this morning.

As the other ferry services are all stopped, hundreds of Chinese are being carried by the "Star" ferry and at times of great crowding the police are preventing Chinese from travelling, giving first preference to European residents of the Peninsula. There will again be a curtailed Star Ferry service to-morrow. The last ferry will leave Kowloon at 8.15 p.m. and the last departure from Hongkong will be at 8.30 p.m.

Regarding the shipping of the port, difficulty is being experienced in handling passengers and baggage, whilst cargo working is decreased in spite of the fact that junks and lighters are still to be had. The Empire State which came into port early yesterday morning did not finish landing her passengers until noon. With regard to the water boats, we understand that arrangements are being made to-day to keep a service of these going, provided ship's crews go on board when they are alongside and raise the steam to work the pumps.

Latest News.

Very little has transpired this morning. When it was found last evening that only eight men turned up, it was decided to call another conference for this morning. But on this occasion only three launch men showed up at the office of the Secretary for Chinese Affairs. Mr. G. M. Young, Mr. H. P. White, the Hon. Mr. A. O. Lang and others attended and a conference proceeded practically all the morning. It was not possible for press representatives to discover the nature of the conference, Mr. Halifax saying he had nothing to communicate.

A Chinese Complaint.

The following letter has been sent us for publication:—
Sir,

FIGHTING AT WUCHOW.

Inhabitants Fleeing from the City.

Our Canton correspondent says that reports have arrived from Wuchow to the effect that a Cantonese force commanded by General Kwan arrived there on the 17th instant but was prevented by General Wong, in command of three battalions, from entering the city. A fight immediately broke out and after four hours the latter's force was defeated, a part surrendering and the remainder fleeing. Most of the inhabitants of the city have left either for Canton or Hongkong.

Another report states that the whole of Kwangsi province is practically in the hands of former Kwangsi commanders who have decided to elect their own Commander-in-Chief, Lum Fu, as Tschun. A force is on the way to Wuchow demanding that military and civil officials surrender within 24 hours, otherwise military measures will be taken. Most of the civil officials have already left the city.

Something that appears insignificant at this time, but promises a serious future if allowed to develop, struck me yesterday morning. As the Star Ferry was the only boat available for crossing the harbour, I was one of the passengers at 8.15 a.m. There were hundreds of passengers eagerly awaiting the incoming launch. I personally witnessed a Chinese, who was innocent enough, insulted by someone who looked like a European gentleman.

When I returned home last evening a greater surprise awaited me. Of course there were quite a number of both European and Chinese passengers going back to Kowloon, so it was only fair and reasonable for the police to keep order amongst these eager passengers, but I couldn't possibly understand why Europeans were only admitted, and practically all Chinese were beaten back by a cane. One would think that Hongkong was under martial law. These European police certainly look on all Chinese passengers as a riotous mob, and they certainly have ignored the fact that there were gentlemen and boy and girl students. They behaved improperly, I am sorry to say, and they were indirectly doing the whole Chinese community an insult.

All Europeans should understand that the cause of the strikers is to some extent proper and legal, and even if they were absolutely wrong there is no reason why the rest of the Chinese community should share the blame.

Now is the time for all thinking European gentlemen to teach their European friends that the Chinese are no more savages and that there are many educated and promising Chinese youths. In spite of the close relationship between the Occidentals and Orientals in the Far East, it is a pity to find that nearly all so-called European gentlemen and some of the European conservatives are still in the dark when they are asked about things Chinese. In other words they don't understand us, or perhaps they've misinterpreted us. They go to Church and listen to sermons; they've heard of brotherly love; when once they leave the Church and resume work, all these pass away like a dream. They'll then think too much of themselves, they'll inwardly develop their racial prejudices and they'll pray for God's help to achieve their selfish ambitions. If the important pages of the history of Rome were read carefully, they would draw many useful lessons for themselves.

STRIKE NEWS.

How It Is Secured.

AN ANSWER TO CRITICISMS.

[By a Member of the "Telegraph" Staff.]
I am a reporter, and if I paid serious heed to all the criticisms and snubs which are my daily fare as I sweat around this Colony trying to gather the news, I should throw up my job and go to the devil just for pure cussedness. I have asked leave of my Editor to get a little "strafe" off my chest, and here goes.

Let me first of all try to define my duties. To my employers my duty is the gathering of the news of the day from whatever source available. To the public it is the presentation of the news as truthfully as promptly, and as fully as I can ascertain it. And when I use the word "news" I mean not only things which have definitely happened but even those whose shadows are cast before. It is a newspaper's duty, so far as I can be instructed after over 15 years' service among them, to present the news without fear or favour and I can assert that reporters in Hongkong endeavour to perform that service. Yet the people of Hongkong present such a psychological phenomenon that they not only prevent us from getting the news but actually grumble that we don't give them enough. News has to be learned of; it doesn't come down from the blue sky; men in charge of and in contact with public affairs have to be communicative; when they are silent and the reporter, knowing full well they could have spoken, goes to a secondary medium for information, he is doing only what he is forced to. He is doing the very thing the public expect of him, because they rightly expect the news in any case.

Let me take the case of the threat of a general strike, now happily passed, which arose in connection with the deportation of Chan. Pressmen have been criticised by public men for ever having given ear to the Chinese Seamen Union's officials. We should have left them alone and not published their sayings and letters, I am told. But I want to point out that I could get practically no information from other quarters, and that it was just because the Seamen's Union's attitude was so widely published and editorially criticised that the threat of a strike passed away. Supposing nothing whatever had been said of the matter, it is very easy indeed to imagine the spread of the false idea that Chan was sent away just because he was a Union official. Publicity saved the Colony a strike. There are some people who will not learn that publicity—full publicity for all sides—is the only safe procedure in all matters affecting the public weal. When men are afraid of the statements of the opposition, they are afraid of their own case.

I was told yesterday by a European connected with the launchmen's dispute that at the meeting held yesterday morning in the Chamber of Commerce office complaints were made at the manner in which the newspapers had presented the news to the public. Let me tell the public, as one of the reporters who have tried to do their best, that that complaint was absolutely unjustified. We have given publicity to the owners' case all through, we have stood on the steps of public offices and had flung at us crumbs of alleged information which told us practically nothing, and at least one Government official who is always in a position to know what is transpiring treats us only to such non-committal phrases as he is capable of inventing. And let it be remembered, the very people who deny us news and find fault even with what we give, are the very first to run to us if they want a little propaganda of their own. Hongkong doesn't suffer because of its newspaper men; it suffers because of its self-appointed censors and their followers.

HONGKONG J. P.'s.

New Appointments.

His Excellency the Governor has appointed the following gentleman to be Justice of the Peace for the Colony of Hongkong:—
Official.

Thomas William Ainsworth.
James Arthur Edward Bullock, M.B.E., D.C.M.
William James Carrie.
Ernest Roadley Dovey, A.R.C.S., A.C.I., F.C.S.
Harold Green.
William James Woodman, M.R.C.S., L.R.C.P., Eng., L.S.A., London.

Non-official.

Henry Birkett.
David Keay Blair.
Sir William Brunyate, K.C.M.G.
Anthony Henry Carroll.
Percy Alexander Cox.
Henry Lardner Denny.
Walter Arthur Dowley.
Lo Chung-kue.
Hajee Mohamed Hassan Nema-zee.
William Edward Leonard Shenton.
James Harper Taggart.
Norval Charles Wilson.
Wong Kwong-tin.

THE STOCK EXCHANGE.

Government Proposal Not Abandoned.

In view of the report that the scheme of the Government for a general Stock Exchange for the Colony, to take over the interests and business of the existing organizations, has been abandoned—in face of local opposition, Mr. A. G. M. Fletcher, Colonial Secretary, was asked for a statement on the position by a representative of the "Telegraph" yesterday. He said that the scheme, so far from being abandoned, was still receiving attention, the only opposition that had been received being from one of the two European exchanges, the Hongkong Stock Exchange. Apparently the principal point involved is that of nationality. Mr. Fletcher said that one of the principal objects of the scheme would be achieved if membership were eligible to all, irrespective of race.

Mr. Fletcher added that he had received replies from the two Chambers of Commerce. One section of those whose interests were concerned, did not want it, but the Government had not dropped the matter. He was unable to say more on the position at present.

who want us to hide our heads in the sand, like ostriches, and only come up to breathe and congratulate them on the successful way they ran things. Our public men, officials and business men too, are afraid of their own problems and live in an atmosphere of "For God's sake say nothing about it."

It might be quite true, as has been suggested to me, that Hongkong's and Canton's labour troubles are the result of inspired propaganda from other than purely Chinese sources and that Bolshevism can be seen lying at the bottom of it all. But we shall never combat it by driving it underground or ignoring it. The only way to combat wrong thought and action is to expose it. Talk about it all we can, show people that it is ridiculous, give publicity to the other and saner side, and have a little courage to trust the common sense of an informed public. The policy of hushing things up—a policy which will always be ineffective and only partially successful—is bad both in practice and principle.

I have not said all I wanted to, neither have I said it in the best way, but I am hopeful that it will be read by a sympathetic public and that Hongkong's public men, even if they continue to be secretive, will at least be fair when they speak about us to their fellow-men in other parts of the Empire.

CARPENTERS' FIGHT.

Sequel in Court.

Four Chinese, who were charged before Mr. Fraser this morning with intimidation, assault, and disorderly conduct in connection with the carpenters' strike, were remanded on the application of Mr. R.E. Webster, who represented the six complainants in the case.

Explaining the charge, Mr. Webster said that a certain section of the carpenters had been out on strike for an increase of wages, and had tried to draw the builders' makers. The assault, which was conducted yesterday morning with iron bars, poles and a huge chopper at the Mee Chan Restaurant, was the result of the latter's refusal to join the movement.

TO-DAY'S MISCELLANY.

Lord Ullswater's suggestion to the Lord Chancellor that he should produce a Bill to abolish the legal doctrine of "coercion" as applied by Mr. Justice Darling in the Peel case is not to be the sole attempt to secure a change in this antiquated common law. Holding that the presumption that a wife who commits crime in her husband's presence acts under his coercion is not only out of date, but an insult to women, the National Union of Societies for Equal Citizenship has in preparation a Bill on the subject to be introduced in the Commons as soon as may be. This measure will seek not only to end the doctrine of coercion, but also to remove certain other legal disabilities to which women are liable.

The Bishop of London, who has now entered his sixty-fifth year, has a great fund of anecdotes, derived to a great extent, from his residence in Bethnal Green. One of Dr. Ingram's favourite tales, which does not come from Bethnal Green—is that of the bus driver, who pointed to St. Paul's Cathedral, and said, "That's where Worthington-Ingram gets £10,000 a year for reading the lessons once a year." The bus driver knew little of the Bishop's daily correspondence, or of his innumerable meetings and interviews, or even of the expenses of an Episcopal Palace. Dr. Ingram may not have statesmanlike capacity of the Archbishop of Canterbury, nor the eloquence of Dr. Lang, nor the learning of Charles Gore, but his human sympathy has made him a great power with the general mass of ordinary church people, who will pray for his speedy restoration to health.

News in To-day's New Advertisements.

At the Sunday Matinee of the World Theatre "The Kiss" will be shown.—Page 12.
Lane, Crawford, Ltd., are selling well-known bathing suits.—Page 6.
The full programmes of the Coronet and Kowloon Theatres are advertised on pages 7 and 12.
Powells advertise cool summer underwear.—Page 7.
Bathing suits and requisites are advertised by Whitesway and Laidlaw.—Page 3.
The famous Palm Beach suits are being offered by Mackintosh and Co.—Page 4.
The Imports and Exports Office announce Empire Day arrangements.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was \$2.75/16d.

Lighting Up Time.

Lighting-up time to-day 7.55 p.m.

NOTICE.

W.S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN, KOWLOON.

HARBOUR REPAIRS
Call Flag "L".

Sole Agents for
"KELVIN MOTORS."

Motors from 12 H.P. to 50 H.P. now in stock also spare parts.

Works Tel. K.21.
Manager K.633.
Secretary K.369.
Harbour Engineers K.604.
K.642.

Telegrams "SEYBOURNE"

METALS

of all kinds, especially for ship-building and engineering works. Complete stock. Best terms. Immediate delivery.

SINCON & CO.,

(Established A.D. 1880.)
HING LUNG T. Phone 515.

MEE CHEUNG.

Photographs of Charity Ball taken in the Prince's Pavilion 17th April.

Price \$1.25 unmounted
\$1.50 mounted
From every copy sold 25 cents will be given by us to the submarine Disaster Fund.
Studio—Ice House Street.

MASSAGE HALL.

23, WYNDHAM STREET.

MRS. H. MORITA.

JAPANESE PRIVATE MASSAGE.

Mrs. USUNOYE c/o MATSUHARA
Telephone No. 405.
Apply 2nd Floor,
10 Queen's Road, Central.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong.

MARTIN'S APOL & STEEL PILLS

A French Remedy for all irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first signs of any irregularity of the system, timely action may be taken. All Chemists and Grocers sell them throughout the world. (Post-free) M. MARTIN, Chemist, Southampton, Eng.

MARTIN'S APOL & STEEL PILLS

EARLIER TELEGRAMS.

THE HOSPITAL FIRE.

Rome, May 19.
The fire at the Holy Ghost Hospital which is the oldest and most famous in Rome, housing 800 patients, broke out at midnight in the laundry rooms and was unnoticed until the flames burst from the wards. The electric wires were severed, plunging the wards into darkness and necessitating helpers using torches, thus adding to the inmates' terror. The majority of the deaths occurred in the chronic ward where the patients dragged themselves out of their beds and gathered in a corner of the floor which collapsed, precipitating 20 persons below who were followed by burning wood and bedding. Thereafter, most of the patients were let down in sheets through the windows, owing to the precariousness of the stairs. Twenty fire engines succeeded in circumscribing the area of the conflagration which was finally extinguished at ten this morning. Most of the victims were between 50 and 70 years of age.

CO-ORDINATING WIRELESS.

London, May 19.
The Postmaster-General has conferred in London with 20 representatives of the principal wireless companies with the object of framing a systematic scheme, establishing stations and co-ordinating material which might be sent broadcast for wireless. It is announced that wave lengths will be limited in order not to interfere with shipping, air and other services. The Government will probably reserve the right to use broadcasting stations and issue licenses necessary for receiving sets, even homemade.

THE JAPANESE MENACE.

London, May 19.
Lord Northcliffe, as the guest at the Australian and New Zealand Luncheon Club, dwelt on the Japanese menace to Australia and described the Japanese as Eastern Germans working, propagandizing, emigrating and spying world-wide and coveting the Commonwealth and dominions. He said the number of British emigrants returning from Australia was alarming because no preparations were made to receive them. This must be stopped.

GERMAN SHIPPING.

Berlin, May 19.
The German shipping companies' report records a favourable year. The reconstruction of Germany's merchant fleets was energetically prosecuted, and, owing to low exchange, both passenger and cargo ships were fully employed. Nearly all concerns will pay higher dividends, the Hamburg South America as much as 28%, the Hamburg-America and North German Lloyd 10% and the Hamburg-Bremer-Africa 15%.

EXPROPRIATED GERMAN PROPERTIES.

Melbourne, May 19.
The Commonwealth Government is about to advertise the sale of expropriated German properties in New Guinea. Tenders will be accepted only from Australian soldiers and natural born Britishers or from British companies.

AMERICAN COAL STRIKE.

Washington, May 19.
Mr. Hoover has obtained the approval of the leading owners of the non-union mines to a plan for stopping the increase of coal prices during the strike by the appointment of District Committees of mine-owners, representatives of the Government and consumers, the plan which all coal orders must pass, with a central committee at Washington.

SIR CHARLES ADDIS.

London, May 19.
Sir Charles Addis has been re-elected President of the Institute of Bankers.

AUSTRIA'S EX-EMPRESS.

Funchal, May 19.
The ex-Empress Zita and family are departing to Cadiz.

HO MUN-TIN SHOOTING.

Prisoner Gets Five Years For Robbery.

The case against the Chinese who was charged with robbing a young lady at Ho Mun Tin and with robbing a young lady at Ho Mun Tin and with robbing a young lady at Ho Mun Tin, was heard before Mr. Justice Wood and a jury of whom Mr. K. E. L. Gong was foreman yesterday afternoon. He sentenced to five years' imprisonment with hard labour for robbery and acquitted on the other charges.

42 YEARS AT TOWN HOUSE.
Mr. A. A. Newman, town clerk of Newport (Mon.), has resigned after 42 years' service.

TENNIS LEAGUE.

"B" Division.

M.B.K. v. CLUB RECREIO.
Played on the Club Grounds on Thursday and won by M.B.K. by 6 games to 3. Scores: R. Sengara K. Ohta beat L. Gomes and A. Hyndman 7-4, beat H. Prata and F. Ribeiro 7-4, beat A. Assumpcao and M. Silva 7-4, beat M. Miyashima and T. Yamaguchi 7-4, beat L. Gomes and A. Hyndman 7-4, beat H. Prata and F. Ribeiro 7-4, beat A. Assumpcao and M. Silva 7-4.
N. Uyeguchi and G. Kobayashi, beat L. Gomes and A. Hyndman 7-4, beat H. Prata and F. Ribeiro 7-4, beat A. Assumpcao and M. Silva 7-4.

NATIONAL CHRISTIAN CONFERENCE ENDS.

Final Messages.

The final day of the National Christian Conference at Shanghai opened with a brief business session, in which resolutions were adopted in accordance with which the findings and recommendations in the carefully prepared reports of the five Commissions presented to the Conference were referred to the churches, missions, mission boards and other organizations concerned, for careful consideration, and especially referred to the National Christian Council for such emphasis as may be called for in carrying into effect those recommendations which may call for action. The Conference also referred to the Council all requests for items of business on which the Business Committee of the Conference had not taken action. With this provision for the proper conduct of all the unfinished business of the Conference and with the adoption of a resolution expressing appreciation and hearty thanks for the services of all individuals and committees who had made possible the holding of the present meetings, the Conference turned to a final message from its chairman, Pastor Cheng expressed gratitude for Divine guidance which had been from the beginning and during preparation for the Conference in the work of all its Commissions and throughout the sessions to the very last. He reminded the Conference that the undertakings born at this Conference must be carried on under the inspirations which have marked these meetings. The spirit of the Conference has been one of co-operation and development. It is essential that every delegate accept responsibility to carry out fully and richly the decisions reached. The union of all Christian forces in China which has been affected will have significant influence, not only throughout this country but throughout the world. The keynote of the Conference has been unity of spirit. Relying on God's help, we may achieve the goals which have been seen in the inspiring visions of these days.

The National Council.

With reference to the National Christian Council, Dr. Cheng pointed out that while it is the servant of the churches, it can only succeed in the task given to it by the mandate of this Conference when every delegate accepts responsibility for supporting it and secures, through adequately reporting the Conference to his constituency, a similar feeling of responsibility and eager support from every Christian throughout the country. Dr. Cheng urged every delegate to carry back so far as possible the real spirit and purpose of the Conference and urged each one to be patient in explaining the Conference so that everyone might understand its purpose and its significance. Dr. Cheng went on to say that it is important that Chinese as well as foreigners share in the financial responsibility which must be met if the Council is to be effective, and urged that every local church make some sort of contribution to the budget of the Council so that the burden and the glory of the work may be shared by the Chinese. With the gracious guidance of the Lord God, this Conference may result in true spiritual growth and the accomplishment of the goal of a united Christian Church in China.

Spiritual Unity.

Following the period of devotion, messages were received from board secretaries and representatives, who expressed their gratitude for having had a share in the inspiration of the Conference, and prayed for real blessing upon the work of the future which will carry out the plans now made. Representatives of various denominational mission boards from both Great Britain and America

spoke. The closing session of the Conference was first addressed by Chinese, representing pastors, teachers, physicians, students, women and laymen. These gave greetings, expressed gratitude for the inspiration received, and indicated the impression they had spoken for the women, summed up the feelings of the others when she stressed the responsibility of every delegate to this Conference for those whom he or she represented, pointed out that each Chinese delegate represented 1,000 fellow Christians and each foreigner twenty missionaries. She reminded the delegates that they must receive from the Conference that with which to meet the needs of those who had sent them.

The closing address of the Conference was delivered by Mr. Fletcher Brockman, well-known for many years as General Secretary of the Christian Association in China. The keynote of the Conference, he said, is spiritual unity. Such unity is based on the Christian view of men and the Christian view of God. It remains for the Christian Churches and Missions of China and their members to realize in concrete ways the spiritual unity which has been the inspiration of this gathering.

TO KEEP "FIT" IN THE EAST

daily regularity is of the first importance. If troubled with sick headache, constipation, bile or "liverishness" take a little dose of Pinkettes to-night. You'll feel better in the morning.



Pinkettes are laxative perfection, tiny but thorough, as gentle as nature. Of chemists everywhere or post free, 60 cents the visit, from Dr. Williams' Medicine Co., 96 Sechen Road, Shanghai.

NOTICE.

Owing to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from April 1st, 1922, on the following descriptions of casual advertisements, namely:—
Government Notifications.
Municipal Notifications.
Official Notifications.
Legal Notices.
Company Notifications.
Association, Club and Society Notices.
This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.

WELL KNOWN PIANOS

SLIGHTLY USED
at HALF PRICE

TSANG FOOK PIANO COMPANY.

84A Wanchai Road.
PHONE 2127.

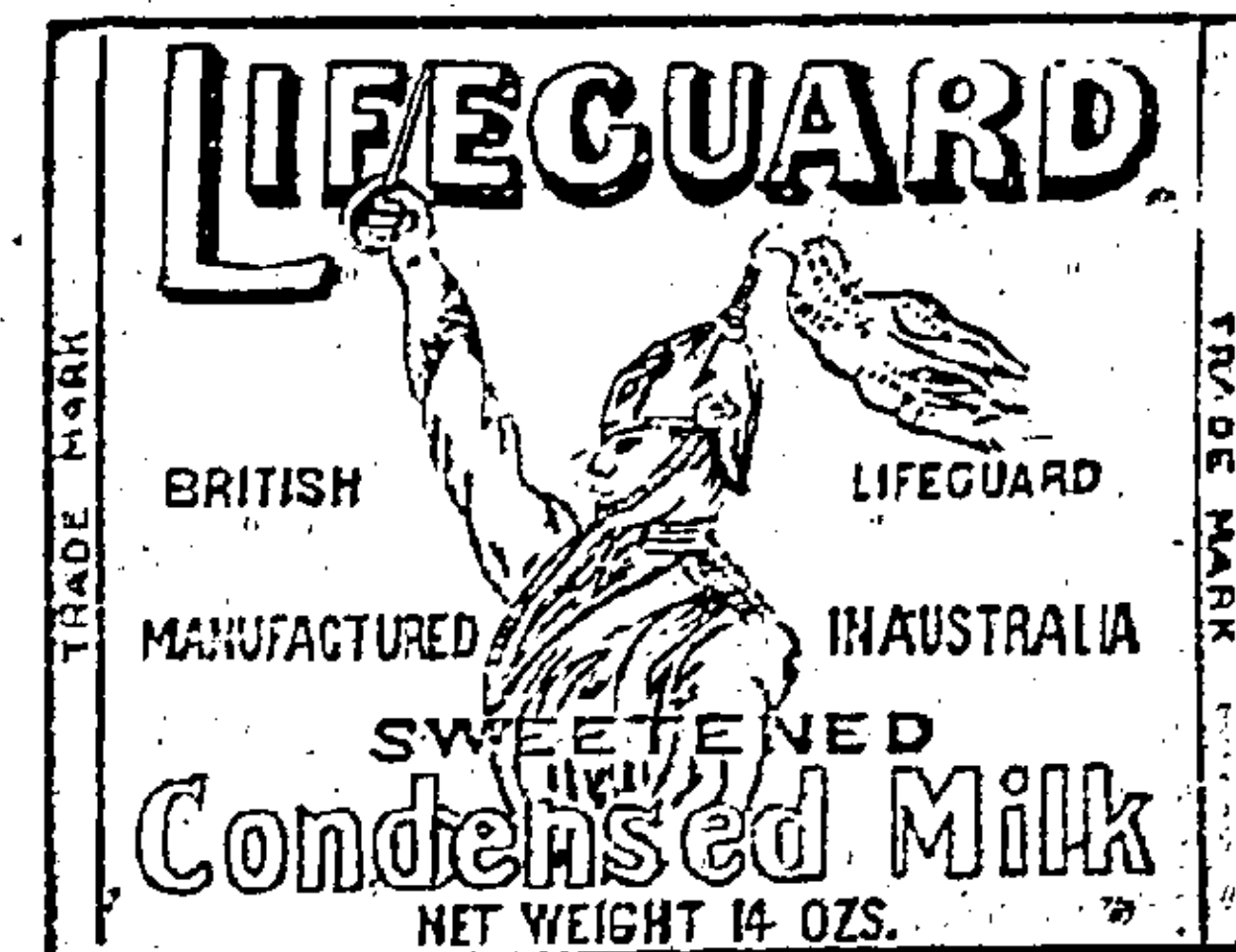
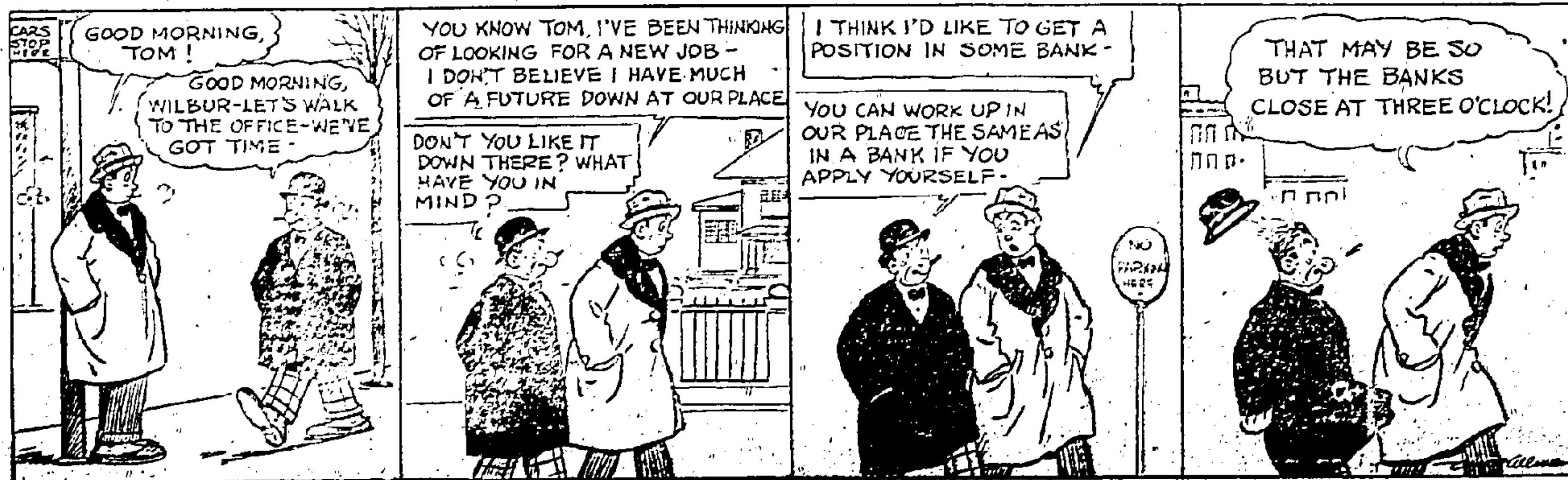
FOR HAIPHONG AND HOIHOW.

Balls for Haiphong and Hoihow every alternate Tuesday. A. M. The favourite passenger steamer HAL-MUN. (Capt. Charles E. Page). 30th May, (at Noon). Apply Thos. Cook and Son or Pe Hing Tai, 114, Wing Lok Street.

DOINGS OF THE DUFFS

Summer Is Coming.

BY ALLMAN



Stocked by:—SUI YICK.

TAI LOY, WAI LOONG.

KWONG FOOK KEE and YEE CHAN.

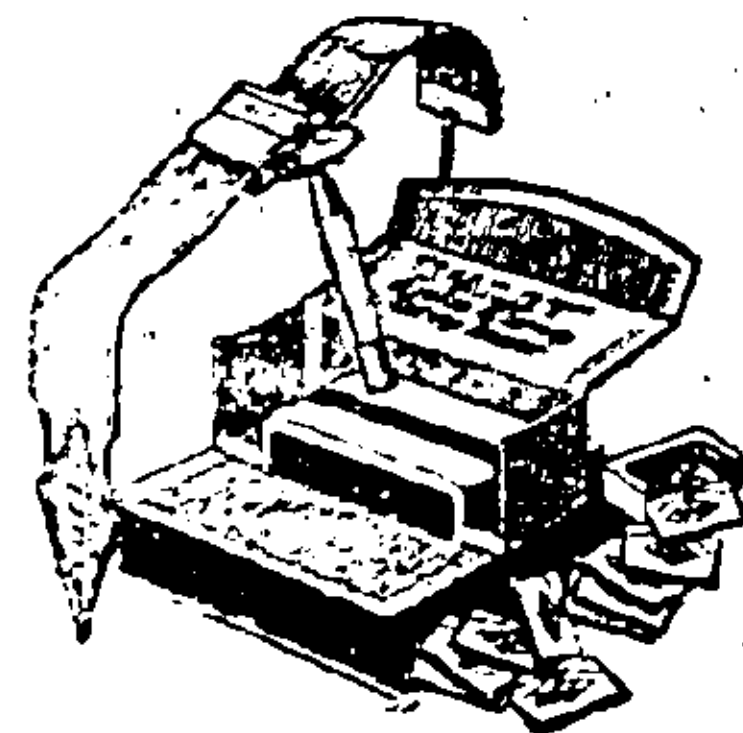
HERE'S A NEW PASTIME
FOR THE KIDDIES
WHEN THEY GET TIRED OF TOYS
THE BUBBLE BOOKS
"THAT SING"
12 Numbers of the Most Popular
Nursery Rhymes, each Containing
3 Records with Stories.
HEAR THEM
AT
ANDERSON'S



**THE SECRET OF
AN EASY SHAVE**
lies in the sharpness of the
razor blades. "Valet" blades
are the sharpest in the world,
but they would soon lose their
edge if it were not for the
automatic stropping device
which is the essential
feature of the "Valet"
AutoStrop razor. A few
strokes on the strop retain a
perfect shaving edge on the
blade for weeks and weeks.

**"VALET"
AutoStrop
Safety Razor**

THE STANDARD SET
(No. 12) consists of a razor,
blade, and strop. It is a complete
shaving outfit. The razor is made
of stainless steel and is
guaranteed to last for years.



The "Valet" is a razor of
superior quality. It is made
of stainless steel and is
guaranteed to last for years.
It is a complete shaving
outfit. The razor is made
of stainless steel and is
guaranteed to last for years.

HONGKONG HOTEL ANNOUNCEMENTS.

**GRILL ROOM
DINNER DANCING**

Wednesday, Thursday, Friday & Saturday.

REPULSE BAY HOTEL

TEA & DINNER DANCING
WEDNESDAY, May 17th.

TEA & DINNER DANCING
SATURDAY, May 20th.

SUNDAY, May 21st.

ORCHESTRAL CONCERT

The combined Band will play during

TIFFIN & TEA.

Tables for above may be booked at Hotel Reception Office.

**T. TANAKA
PHOTOGRAPHER**

No. 8, Rose Terrace, Nathan Road,
Kowloon.
Phone K72.

Developing, Printing & Enlarging Undertaken. Modern
Photography, Up-to-date Studio.

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Mrs. N. Tsuchioka

31, Wyndham Street.

HONGKONG PRINTING OFFICE

FIRST FLOOR, ROOM 12. HONGKONG.

THE DUNLOP CORD

The finest tyre that money can buy.

LOW PRICE, LONG MILEAGE, NON-SKID.

A Satisfactory tyre.

Give the

DUNLOP CORD

a trial alongside any other tyre.

You will be astonished at the low price.

Apply for a price list.

Stocks carried by the

DRAGON MOTOR CAR Ltd Co.,

24, Des Voeux Road Central.

Telephones 482 and 3552.

TWENTY-FIVE YEARS AGO.

A Glance at our Files.

(May 15-21, 1897.)

THE JUBILEE FUND.

We received late this afternoon a long list of banks and firms that have subscribed liberally to the Fund for the celebration here of the Diamond Jubilee of Victoria, the Good. The H. & S. Bank heads the list with \$2,500, several firms, including German and American houses, have donated \$1,000 each. The European staff of the H. & S. Bank have subscribed \$750 and other residents and firms have given sums varying from \$500 to \$50. The total to date is \$31,250.

SPOILING KOWLOON.

Many of the beauties of Kowloon are fast disappearing before the onward march of the P.W.D. magnates and busbodies with their so-called improvements. Kimberley and Observatory Roads have both suffered from the advance of civilization and what were formerly country and moderately shady lanes are now bleak bare and dusty expanses with gutters and kerbstones in place of their former bushes and trees. In Kimberley Road the devastation has been particularly severe and has been carried back a good deal further than necessary, resulting in the total destruction of some of the finest slopes in the Colony. Everyone likes a good road, but when every bit of green is ruthlessly destroyed along the sides of it and dreary, dusty banks alone are left the question—"Is our civilization a failure?"—is apt to intrude itself very forcibly.

DREDGERS BUSY.

We notice that the Wharf and Godown Company have a dredger busily at work alongside their wharves deepening the water in the different berths. It is rumoured that the Naval authorities intend dredging the whole of the sea front facing the Naval Yard in order that the mud and silt may all be cleared away and the foundations of their reclamation works, shortly to be commenced, may be laid upon the bed-rock and thus obviate danger of the works settling while in course of construction. Doubtless had such a course been taken with the Praya Reclamation works much needless delay and costly labour on account of the subsidence of the foundations would have been saved. By the way, was the bottom surveyed at all adequately before the Praya Reclamation commenced? If so the authorities should have known where a mud bottom existed and acted accordingly.

NEGLECTED FOUNTAINS.

Sir.—The public fountains, outside the City Hall and the Wan-chai Police Station, still remain dry, notwithstanding the recent copious rainfall and the present excessive heat!!! Who, Sir, is responsible for such neglect? I suppose there is some permanent official or locum tenens whose business it is to attend to such matters. Why can that magnate

be most successfully approached? These monuments have cost public money to erect no doubt and they are a sacred charge upon successive generations to maintain in order. If their maintenance is not a proper charge upon the Government purse, the sooner the colonists know it the better for their own reputation and the honour of the dead, whose names have been handed down from generation to generation as a sacred memory.—Yours, etc., "Observer."

GREEN ISLAND CEMENT CO.

We are informed on excellent authority that at the private meeting of shareholders in the Green Island Cement Co., held yesterday afternoon, several important movements were agreed to. It is proposed to issue new shares, to proceed with the building of works in Hongkong, and to raise new capital to the extent of \$500,000. These proposals are to be submitted to an extraordinary general meeting for confirmation at an early date.

FAMILY SYSTEM HINDERS BIRTH-CONTROL.

Mrs. Sanger's Lecture Before National University.

A Peking report says:—Mrs. Sanger lectured before the majority of the students of the Government University about the benefits of birth control in this country and it was listened to with great interest. But owing to the difficulty of translating her real meanings into the Chinese language, there was a certain amount of criticism about the wisdom of adopting the birth control theory in China.

In commenting upon the lecture of Mrs. Sanger, the Chinese editors suggest that the real question is not birth control but the effective control of early marriage, because in the North China provinces, girls and boys are married below fourteen years of age, while occasionally the age of the wife is generally from five to ten years older than her husband, simply because the family needs the domestic services of the wives. In view of the family and social system of the Chinese people, it is exceedingly doubtful whether the lectures of the American birth control advocate will tend to introduce reforms or improvements into this country.

FIT-U PINCE-NEZ

is the latest of the finger operated eye-glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil spring of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians, the most competent optical manufacturing establishment in the colony—located in 53, Queen's Road Central.

DO WOMEN TALK TOO MUCH?

Trenchant Reply to Male Critic.

What do women think of the views of Professor Jespersen, the famous Danish authority on language? He has been comparing men and women as talkers, and finds that women excel in: Quickness of comprehension. Readiness of speech. Swiftly of repartee. She is also plain in her phrasing and uses simple words. On the other hand, she is Always voluble. Leaves her sentences unfinished and in the air. A Press representative submitted this matter to Miss Florence Underwood, of the Women's Freedom League, who has studied most of the leading women of the day.

WHERE THEY BEAT MEN.

She replied: "Women speak when they have something to say. And they are not long in saying it. "Women are more articulate than men, not more voluble. "A woman on a public platform does not talk just for the sake of talking. Many men do. "A man does not always know when he is boring his audience. A woman does. She is more sensitive. "A woman always knows when to sit down. On a platform of men and women speakers, the women will always keep to their allotted time. "The influence of public life will not make women more talkative. They are candid in speech. They are not steeped in the traditions of politics. "Do women chatter small-talk? Well, it is plain that if a woman has never been outside her home in her life her subjects of talk are limited. But would men go on talking to women if they could get nothing but small-talk in return? Men are not so polite as all that. And they haven't stopped talking to women yet.

"THEY WON'T TALK TOO MUCH." "Women will not be made verbose by entering public life. Do not fear that women barrister will talk too much. Miss Royden does not preach too long. Our two women M.P.s surely do not talk at too great length."

Miss Underwood thinks that Lady Astor and Mrs. Wintringham typify the talkers of whom their sex are proud. They never speak unless they have something to say; are brief and to the point; and have their subjects at heart. A man-in-the-street's reply was: "The typical woman talker was Mrs. Caudle. All women can talk, but there are no women orators."

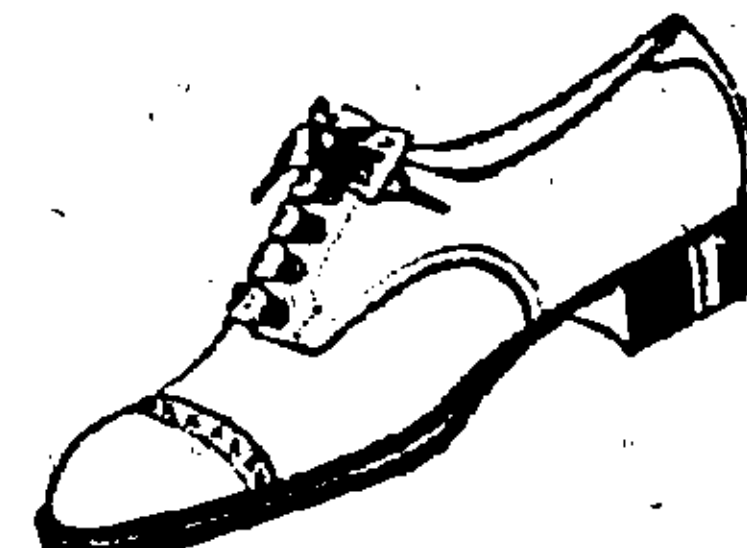
AMERICAN VOLUNTEERS.

At a meeting of the American community, held in Tientsin, it was decided that Americans desiring to participate in the defence of the Concessions in the event of trouble, should enrol in an American Company which will be affiliated with the North China British Volunteer Corps.

NOTICE.

Keltic
FOOTWEAR
MADE IN SCOTLAND

"Keltic" Shoes are made in every detail to merit and retain their reputation for supremacy in value, comfort and service. They can be obtained in Black and Brown for all occasions.



Call and inspect them at

Wm. POWELL, Ltd.

10, Ice House Street.

who are Sole Agents for the Keltic Shoe Co.

DINNER SERVICES, TEA SETS

(FOR 12 PERSONS)

RUGS

CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 554. Complete House Furnishers. 55, Queen's Road Central.

A sure cure for Prickly Heat and other Skin irritation caused by the hot weather.

OUR PRICKLY HEAT LOTION & POWDER

50 cents and \$1.00

Obtainable only at

THE

COLONIAL DISPENSARY

Tel. No. 1877. 14, Queen's Road, Central.

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WHITEAWAYS

FOR

GENTS, LADIES & CHILDREN

MEN'S BATHING COSTUMES

IN ALL WEIGHTS

One piece with Skirt.

\$4.75 and \$14.50

NAVY REGULATION

SWIMMING COSTUMES

Boys \$1.75

Youths... .. \$1.95

Mens \$2.00 & \$2.50

LADIES BATHING SUITS

\$5.50 to \$10.75

WATER WINGS

\$1.50

LADIES BATHING CAPS

\$1.25 to \$2.50

BATHING SHOES

CHILDREN'S \$2.25

LADIES' \$2.75

BATH TOWELS ALL SIZES & PRICES.

WHITEAWAY LAIDLAW & CO., LTD., HONGKONG.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—A Secretary. Must possess a good knowledge of English. Good salary to a suitable man. Apply in English with copy of credentials, stating age, former employment and experience. Address "Vacancy" c/o P.O. Box 334, General Post Office.

WANTED.—Centrally located ground floor office for occupancy October 1st. Approximately 4,000 square feet required. Reply Box No. 595 c/o "Hongkong Telegraph."

WANTED.—A Stenographer. Apply giving particulars of former employment &c to Box No. 723 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—One new big OFFICE ROOM in the Hongkong and Shanghai Banking Corporation new premises. Apply SANG KEE c/o Comptroller Department, Hongkong and Shanghai Bank.

SANG KEE
Hongkong, 29th April, 1922.

TO LET.—Furnished in Kowloon a six-roomed house with four bathrooms, servants' quarters, kitchen and pantry. Five minutes from the ferry. Apply No. 722 c/o "Hongkong Telegraph."

TO LET.—Offices top floor Prince's Buildings. Apply Harry Wicking & Co.

FOR SALE.

FOR SALE.—One practically new Semi-Diesel motor 175 H.P. 2 cylinders 275 R.P.M., together with complete set of spare parts—in perfect running order. Can be seen on application to The Far East Oxygen & Acetylene Co. Ltd.

FOR SALE.—One building situated on I.L. 1891, Kennedy Town. Can be used as Factory or Godown. For particulars apply to THE FAR EAST OXYGEN & ACETYLENE CO. LTD.

FOR SALE.—Saxon motor car (2-seater) in good running order. Apply Dr. W. T. Cheung, 58, Queen's Road Central.

FOR SALE.

ABSOLUTELY NEW.

- Two 80 B.H.P. Single Cylinder Bolinder Oil Engines. Revs. 225 per minute.
- (2) Two 50 B.H.P. two cylinder Bolinder Oil Engines direct connected to 25 K.W. 115 Volt direct current (compound wound) dynamo complete with back of board field rheostat for each machine.
- (3) Two oil fuel tanks capacity of each 20 tons. Apply to Bolinders, c/o this Paper.

FOR SALE.

STEAM LAUNCH.

Dimensions—Length Overall 65ft., Beam 10 ft., Depth 5 ft., 7 inches. Hull of Hardwood underwater with Teak top sides and deck. Frames of Ipoh. Engines 6 1/2 x 15.

Boiler 4 ft. 9 inches dia., 6 ft. 6 inches long. Speed 9 knots. For further particulars apply to P.O. Box No. 474, Hongkong.

LAU CHU PAK (Deceased)

All Claims against the estate of the above deceased must be sent to the undersigned forthwith.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on Monday, the 22nd. May, 1922, commencing at 5 p.m. at their Sales Rooms, Duddell Street.

A Collection of Rare and Valuable Postage Stamps

4,000 Genuine Postage Stamps including British, Portuguese, Asiatic colonies and other parts of the world.

Also Autographic Signatures of the late King Edward VII and King George V (as Captain of the Navy) Some of the above stamps (old British and Papal State) are on the original envelopes.

On view from Thursday the 18th. inst.

Catalogues will be issued.

Terms: Cash on delivery

LAMMERT BROS., Auctioneers.

Messrs. LAMMERT BROS. are instructed to sell

The Steamship "KAM MA",

Now lying off Shamshui, under an

Order of the Court

by

PUBLIC AUCTION

on

SATURDAY

The 27th day of May, 1922, at

Noon

In one Lot

At their Auction Rooms in

Duddell Street.

The ship is a wooden ship of approximately 1,800 tons capacity with accommodation for about 800 Chinese passengers.

Length 252 ft. or thereabouts

Beam 35 ft. or thereabouts

For particulars to view apply to Messrs. Lammert Bros., the Auctioneers.

For further particulars apply to Messrs. JOHNSON, STOKES and MASTER.

Prince's Buildings,

or to Messrs. LAMMERT BROS., the Auctioneers,

Duddell Street.

IN THE SUPREME COURT OF HONGKONG PROBATE JURISDICTION ACTION NO. 2 OF 1920.

BETWEEN Lau Tsz Tsau, Lau Tang Shi, Lau She Shi, Lau Yiu Shi and Lau Li Shi Plaintiffs

and Lau Shiu Chuen Defendant

By order of the Supreme Court of Hongkong and

Under the direction of the Registrar, Supreme Court.

Messrs. Lammert Brothers have received instructions to sell by

PUBLIC AUCTION, on

TUESDAY

the 30th day of May, 1922, at 3 o'clock p.m.

WITHOUT RESERVE.

At the right title and interest of the above named defendant

Lau Shiu Chuen alias Lau Wai Chuan or (Chan) of and in the following property situate in the Colony of Hongkong.

No. 27, Bonham Strand, Victoria, being Sub-section 2 of Section B of Marine Lot No. 4.

Particulars and conditions of sale can be obtained from Messrs. DENNIS & BOWLEY,

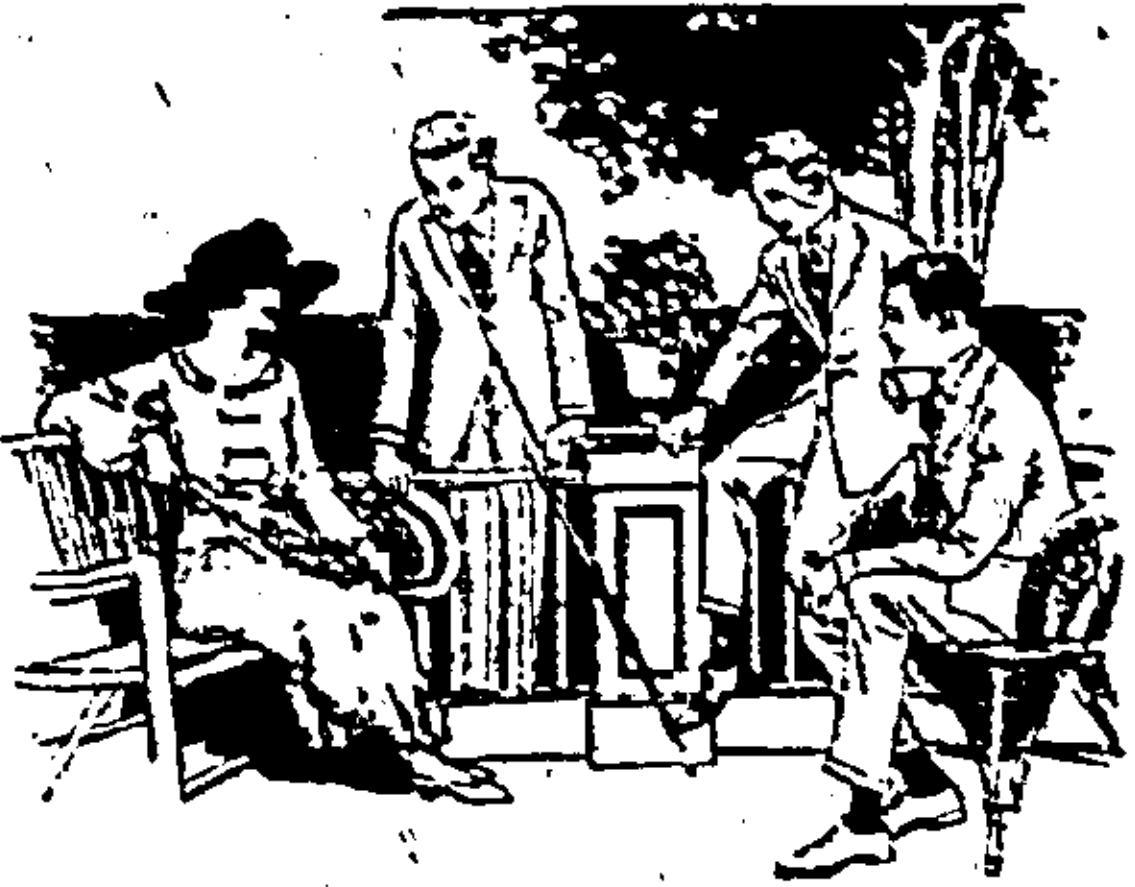
No. 8-A Des Voeux Road, Central, Hongkong, Solicitors, &c., or from Messrs. LAMMERT BROTHERS, The Auctioneers, Hongkong, 19th May, 1922.

NOTICE.

TO protect your family and yourself from possible want need not cost you a cent if you are well advised in choosing the right plan of insurance.

The Sun Life Assurance Co. of Canada.

Palm Beach Suits



Ready to Wear

Washable suits for Summer wear

Made of genuine "Palm Beach" cloth which combines comfort and good appearance.

The genuine Palm Beach cloth has washing qualities never before equalled. Practically no dyes are used in the natural colour, which is the most popular of the Palm Beach range of patterns—so you can feel perfect security in washing your suit as often as you please.

We are now showing a full range of these popular Washing Suits in Natural, Grey, Fawn and Brown shades.

You are invited to call and inspect these without importunity to purchase.

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building. Des Voeux Road.



PEAK TRAMWAYS CO., LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong on Thursday the 25th. May 1922 at 11 o'clock in the forenoon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th. April 1922. The Transfer Books of the Company will be closed from Saturday the 20th day of May to Friday the 26th day of May, 1922, both days inclusive.

PEAK TRAMWAYS CO., LTD. John D. Humphreys & Son, General Managers. Hongkong, 16th. May, 1922.

INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.

THE Forty-first Ordinary General Meeting of the Company will be held at the offices of the General Managers, Messrs. Jardine, Matheson and Co. Ltd., Pedder Street, Hongkong on Tuesday, 23rd. May, 1922, at noon, for the purpose of receiving the Report of the Directors, passing the accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 16th May to 6th June, both days inclusive.

By order of the Board. JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 28th. April, 1922.

NOTICE.

PURE Lotus Honey, Nature's Infallible remedy for all eye diseases. Cures Cataract, Glaucoma &c. without knife within six weeks. Money returned if no profit. Rs 3/- per week and Rs 7/- only for three; Rs 15/- for six.

Imports and Exports Office.

Hongkong, 19th May, 1922.

EMPIRE DAY

This Department will be open for payment of Liquor duties only from 9 a.m. to 12 noon on Wednesday the 24th. May, 1922. Licensed Warehouses will be entirely closed on that day.

N. L. SMITH, Superintendent, Imports and Exports.

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co. Ltd. on TUESDAY, the 23rd May, 1922, at 11.00 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to April 30th, 1922.

The Register of Shares of the Company will be CLOSED from Wednesday, the 17th. May, 1922, to Tuesday, the 23rd. May, 1922, both days inclusive.

By order of the Board of Directors. F. H. CRAPNELL, Acting Secretary. Hongkong, 12th. May, 1922.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOPON COAL.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBASTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBASTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebastik is 28 feet at low water Spring Tides. Charts of Covie Bay (Sebastik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.

NOTICE.

OPEN TO INSPECTION.

NEW Model Well-known Delabaye seven-seater. Agent now in Hongkong cordially invites attention of motorists. For particulars at French Consulate, Alexandra Buildings.

HONGKONG JOCKEY CLUB.

THE half-yearly General Meeting of members will be held on Tuesday, 23rd. May, at 4.30 p.m. in the Jockey Club Rooms, Hongkong Club Annex.

THE KING'S BIRTHDAY.

A Naval and Military Parade.

A parade to celebrate the birthday of H. M. the King will be held on the Hongkong Cricket ground on Saturday, June 3rd., say Command Orders by Royal Navy 150 rank and file, Royal Artillery 150, Royal Engineers 150, 2nd Bn. The King's Regt. (200), Hongkong Volunteer Defence Corps 150, H.K.S. Royal Garrison Artillery (100), 102nd K. F. O. Grenadiers (150).

All troops will be in position by 9 a.m. They will fix bayonets and officers and colours will take part in review order. When His Excellency the Governor arrives the troops will present arms while the National Anthem is played. His Excellency will inspect the troops, and a battery from the H.K.S. R.G.S. will fire a royal salute. During the salute troops will fire three feu-de-joy. The Royal Salute by the troops and cheers will be given, after which the troops will march past.

SCHOOL FOR VOTERS.

In view of the number of voters papers "spoilt" at the election of Executive District Council,



If you want to have a real Indian Curry, insist upon having

DAW SEN & Co's

Celebrated Indian Condiments.

The brand gains its popularity by its unrivalled quality. Curry Paste and Mango Chutney a speciality. Obtainable from—All commodore stores, and the "one price" Universal Providers—

THE SINCERE CO., LTD.
THE WING ON CO., LTD.
THE SUN CO., LTD.
THE CHEN KWONG CO.

SAFETY FIRST. MODERN SAFE DEPOSIT BOXES

FOR RENT.

FOR TERMS PLEASE APPLY TO THE BANK OF EAST ASIA, LTD., HONGKONG.

THE CHINA INDUSTRIAL CO.'S STORE.

Commencing To-day a genuine reduction of 10% on all goods will be made for a period of 30 days only. Large stock of Summer goods on display. Take advantage of our greatly reduced prices. Best leather suitcases—all sizes—pure leather—local make—from \$3.—up. Cheapest bargains in Ladies' and Gentlemen's shoes—latest styles.

36, WING LOK STREET.

THE EASTERN SUPPLY CO.

General Contractors, House and Office Furnish, Ship Upholsterers and Painters.

Office: 34 Queen's Road. Telephone 4383. Works:—Hard St. Wanchai.

THE CHARGES AGAINST MR. BOTTOMLEY.

Victory Bond Club Funds.

[A cable received yesterday announced that Mr. Bottomley's trial has begun.]

When the preliminary inquiry was held at Bow-street Police Court last month, Mr. Bottomley hinted at the line of defence he may adopt in meeting the charges that have been brought against him.

He suggested, in cross-examining a representative of the Victory Bond Club receivers, that "there was not a single penny for which he was accountable from the end of 1919, except in so far as he had dealt with the stock."

The charges against Mr. Bottomley, all of which come under the head of fraudulent conversion, include the following.

£5,000 subscribed to the Victory Bond Club.

£15,461 in connection with the buying of the Deutschland, formerly a German U-boat.

£100,000 worth of Victory (Allotment) Bonds.

£7,500, the moneys of the War Stock Combination.

£10,000, the moneys of the same combination.

Charles William Barker, a clerk from the National Provincial Union Bank, said that on August 22, 1919, a cheque on the John Bull Bank for £500, together with others, was received at Prince's street for clearance.

ACCOUNTANT'S FIGURES. Mr. Owen Williams, chartered accountant, said he examined the Northern Territory Syndicate (No. 3 Account) at the Covent Garden branch of the City and Midland Bank, which was opened on May 7, 1919. The total credits on October 30, 1919, were £193,736.

Up to the end of September they consisted of multiples of 15s. 6d. On that date the subscription was raised to £1. Of these credits £9,361 represented transfers from the Northern Territory Syndicate (No. 2 Account).

This left a total credit of £84,374.

Witness produced a document dated September 1919, setting forth an offer to subscribers in the War Stock Combination Draw, to transfer their interests to the Victory Bond Club upon receiving the difference between the

of that invitation ought not the War Bonds, representing the amount of their subscriptions, to have been handed over to the trustees of the Victory Bond Club?—Yes.

CHEQUES DRAWN. Witness gave particulars of the cheques drawn by Mr. Bottomley, and Mr. Travers Humphreys asked him if he had seen any record of the total subscriptions received by the Victory Bond Club. He replied that he had not.

Have you seen any record of the total subscriptions received to the Victory Bond Club?—No.

Have you seen any record of the certificates issued?—No.

Have you seen any book in the nature of a register of certificates?—No.

Mr. Bottomley (cross-examining): Do you know there were 300,000 members of this club?—No.

As an expert accountant what would be your estimate of the expense in making a register of 300,000 members with the distinctive numbers of their certificates?—I would not make a register of names.

What sort of a staff would you require?—A considerable staff for a month or so but after that the work would drop off.

MR. BOTTOMLEY'S HINT. Mr. Bottomley, referring to the Victory Bond Club account, asked witness whether he assumed that all the receipts shown in the account were payments by or on behalf of members of the club?—No.

Mr. Bottomley: I suggest that, from the end of 1919, none of these transactions had anything whatever to do with the Victory Bond Club, either receipts or payments?—I cannot say anything, because there is no information.

I suggest that, as regards the balance left in hand after buying stock, not a penny piece has come into my possession as president of the Victory Bond Club, and, therefore, it does not matter to anybody what I did with the money. What do you say to that?—Do you mean giving my figures of the balance you say was held?

Mr. Bottomley: After purchasing the nominal amount of Victory Bonds there was a balance of some £38,000 left in my hands. I suggest that beyond having an account for that £38,000 there is not a single penny more that I am responsible for.

Witness produced a document dated September 1919, setting forth an offer to subscribers in the War Stock Combination Draw, to transfer their interests to the Victory Bond Club upon receiving the difference between the

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.

LONDON SERVICE

LYCAON 23rd May London, Amsterdam & Antwerp
Kf. of the GARTER 31st May London & Hamburg
HELENUS 8th June London, Rotterdam & Hamburg
EURYLOCHUS 13th June London, Amsterdam & Antwerp

LIVERPOOL SERVICE

EURYDAMAS 2nd June Havre & Liverpool
YANOTSE 20th June Genoa, Marseilles, Liverpool & G'gon
PHEMIUS 2nd July Marseilles, Havre & Liverpool

PACIFIC SERVICE

IXION 30th May-1 Victoria, Seattle & Vancouver
TALTHYBIUS 20th June

NEW YORK SERVICE

DEUCALION 5th June via Suez
ALCINOUS 15th June via Suez

PASSENGER SERVICE

PYRRHUS 23rd June for Shanghai
PYRRHUS 18th July for Singapore & London
MENTOR 15th Aug for Singapore & London

For Freight and Passage Rates and all Information Apply to:-

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

SIAMESE STEAMSHIP COMPANY.

Sailings from Hongkong:-

For	Steamers	To Sail
BANGKOK	Doen Samud	20th May at 4 p.m.
BANGKOK	Thong Samud	3rd May at 4 p.m.
SWATOW & BANGKOK	Thong Samud	23rd May at 4 p.m.

For further particulars apply to:-

BUTTERFIELD & SWIRE,
(JOHN SWIRE & SONS, LTD.)
Agents. Tel. 36

KERR STEAMSHIP CO., INC.

Service to New York, via
Panama Canal

S.S. "GRANDE GAARD"

For Manila and New York, sailing on or about
the 30th. May.

For freight and particulars, apply to

SHEWAN TOMES & CO.
Agents.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM
BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:- To Canton daily at 8 a.m. & 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:- To Macao daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only)
From Macao daily at 8 a.m. & 2 p.m. (Sundays at 5 p.m. only)
Easter Excursions:- Company's Steamer s.s. SUL AN will
leave Hongkong at 9 a.m. and Macao at 5 p.m. on Sunday 16th.
inst. and Monday 17th. inst.

Further information may be obtained at the Company's
office, 4A Des Vieux Road Central, Messrs. Inos. Cook & Son
the American Express Company, Hongkong.

"Bank Holiday Excursion, EMPIRE DAY, 24th May,
s.s. "SUL AN" leaves Hongkong at 9 a.m. and returns from
Macao at 4 p.m.

CONSIGNEES.

NOTICE TO CONSIGNEES.

KONINKLIJKE PAKETVAART
MAATSCHAPPIJ.

FROM BELAWAN DELI,
PENANG AND SINGAPORE.

The Steamship

"VAN OVERSTRATEN"

having arrived from the above

ports, consignees of cargo by her

are notified that all goods are

being landed at their risk into the

hazardous and/or extra hazardous

godowns of the Hongkong and

Kowloon Wharf and Godown Co.,

Ltd., whence and/or from the

wharves delivery may be obtained.

Goods not cleared by the 24th.

May, 1922, will be subject to rent.

Claims against the steamer

must be presented in writing

within ten days after arrival of

steamer, otherwise they will not

be recognised.

No Fire Insurance will be

effected by the undersigned in

any case whatever.

Bills of Lading will be counter-

signed by

JAVA-CHINA-JAPAN LIJN

Agents.

Hongkong, 17th. May, 1922.

NOTICE TO CONSIGNEES

AMERICAN AND MAN-

CHURIAN LINE.

From NEW YORK.

The Steamship

"KAZEMBE"

having arrived Consignees of cargo

are informed that all Goods

are being landed at their risk

into the hazardous and/or extra

hazardous Godowns of Holt's

Wharf, Kowloon, whence delivery

may be obtained.

No claim will be admitted after

the Goods have left the Godown,

and all Goods remaining undeliv-

ered after 24th. May, will be

subject to rent.

All Claims against the steamer

must be presented to the Under-

signed on or before 31st. May

1922, or they will not be

recognised.

All broken, chafed and damaged

Goods are to be left in the

Godowns, where they will be

examined on any Tuesdays or

Fridays between the hours of

10.45 a.m. and Noon within the

free storage period of one week.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

THE BANK LINE, LTD.

General Agents.

NOTICE TO CONSIGNEES.

The Steamship

"TRIESTE"

From TRIESTE via SINGA-

PORE, PENANG, COLOMBO,

ADEN, PORT SAID, BRINDISI &

VENICE.

Consignees of Cargo are hereby

informed that all Goods are being

landed at their risk into the Go-

downs of the Hongkong and Kow-

loon Wharf and Godown Com-

pany, Ltd., at Kowloon, whence

and/or from the wharves delivery

may be obtained.

Optional Cargo will be forward-

ed unless notice to the contrary

be given before 17th. inst.

No claims will be admitted after

the Goods have left the Godowns,

and all Goods remaining undeliv-

ered after the 23rd. inst. will

be subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 2nd. prox.

or they will not be recognised.

All broken, chafed, and damaged

Goods are to be left in the Go-

downs, where they will be exam-

ined on the 23rd inst. at 10 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

DODWELL & CO., LTD.

Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"DRYDEN"

having arrived from New York,

via ports, on May 15th, con-

signees are hereby notified that

their cargo is being landed at their

risk into the Hazardous and/or

Extra-Hazardous Godowns of

The Hon Shan Godown Co., Nos.

16 & 17, Kennedy Town Praya,

Hongkong, and Nos. 1 & 2

Dundas Street, Yumati, and

stored at consignees' risk.

Consignees of cargo must pro-

duce an Import Permit signed by

the Superintendent of Imports

and Exports, Hongkong, before

Bills of Lading will be counter-

signed.

All broken, chafed and damag-

ed cargo is to be left in the Go-

downs, where it will be examined

at 9.30 a.m. on May 20th. by the

Company's Surveyors, Messrs.

Anderson and Ash.

All claims must be presented

within thirty days of the steamer's

arrival here, after which they

cannot be recognised. No Claims

will be recognised after the goods

have left the Godowns, and cargo

undelivered on and after May,

22nd, will be subject to rent.

No Fire Insurance whatever

will be effected.

Consignees are requested to

send in their Bills of Lading for

countersignature immediately.

PACIFIC STEAMSHIP CO.,

United States Shipping Board

Emergency Fleet Corporation,

Managing Agents,

THE ADMIRAL LINE.

5th. Floor, Union Building,

Hongkong, May 15th, 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COM-

PANY, LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Co's Steamer

"ACHILLES"

are hereby notified that their Car-

go will be discharged at Holt's

Wharf, Kowloon, where it will

lie at Consignees' risk and

subject to terms and conditions

of storage at Holt's wharf. The

Cargo will be ready for delivery

from Godown on and after 18th.

May.

Optional cargo will be landed,

unless notice has been given prior

to steamer's arrival.

All broken, chafed, and damag-

ed goods are to be left in the

Godowns, where they will be

examined on any Tuesdays and

Fridays between the hours of

10.45 a.m. and noon within the

free storage period.

No claims will be admitted after

the Goods have left the steamer's

Godown, and all Goods remaining

undelivered after the 24th. May,

will be subject to rent.

All Claims against the Steamer

must be presented to the under-

signed on or before the 7th.

June, or they will not be re-

cognised.

No Fire Insurance will be

effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 18th. May, 1922.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 for Bladder Calculi, No. 2 for Blood &

Discharge, No. 3 for Chronic Prostatitis.

Sold by Leading Chemists, Druggists &

Dr. J. C. H. M. Co., Hatterston Road,

N.W. 5 London. The Trade Mark word

"Therapion" is on the Govt. stamp affixed

to genuine packets.

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SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

LENGTH 787 FEET.

DEPTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL H.W.O.S.T. 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

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TELEPHONE NO. 212.

CALL FLAG "C" OVER "ANG PENNANT"

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(JOHN SWIRE & SONS, LTD.)

AGENTS.

Read Brothers'

DOG'S HEAD
Guinness' STOUT.

Per Doz. Pints \$4 80
Nips \$3.45

Sole Agents

A.S. WATSON & Co. Ltd.

WINE & SPIRIT MERCHANTS.

Alexandra Building.

Phone 616.

We have a limited number of

New
Moutrie
Pianos
For
HireS. MOUTRIE & Co., Ltd.
Chater Road.

A REMARKABLE OFFER

THAT WELL KNOWN
ENGLISH BATHING SUIT

"THE ST. MARGARETTES"

Made of a Fine Quality
Cotton in Navy Blue
Trimmed with White or
Red.

All Sizes \$3.50

MEN'S RUBBER
BATHING CAPS.

\$2.00

Smart Bath Gowns in Plain Colours or Bold
Block Stripes. From \$15.00

LANE, CRAWFORD LTD.

CAFE WISEMAN

AND

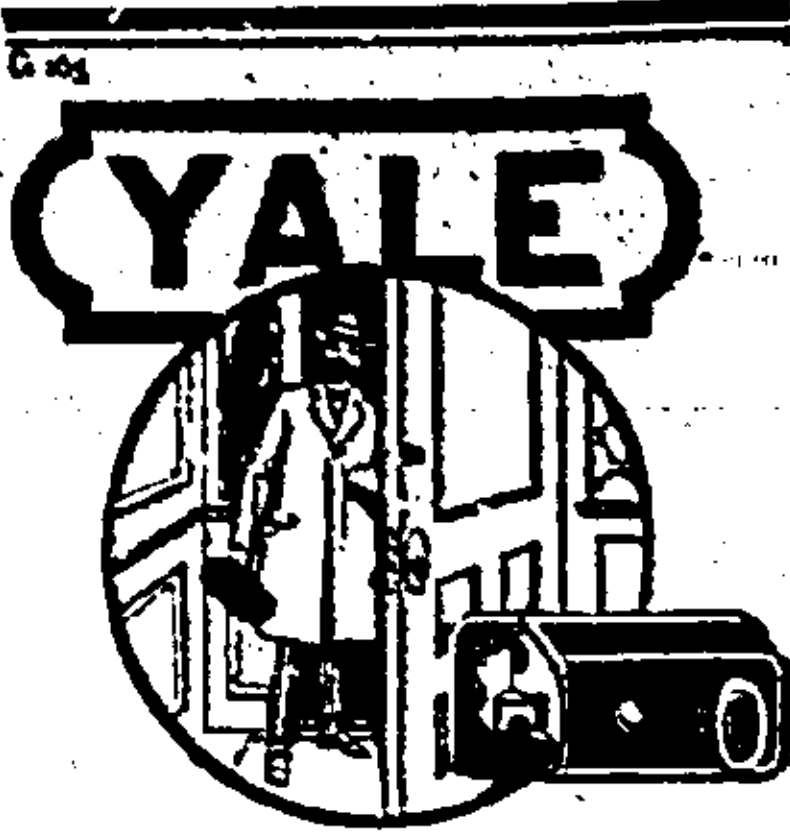
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For COMFORT and CONVENIENCE.

THE IDEAL RESORT FOR ALL REFRESHMENTS.
Quick and Dainty Service at Popular Prices.

PEACH MELBA, ICED COFFEE,
NEW YORK ICE CREAM.

LANE, CRAWFORD, Ltd.



You can forget that
burglars exist when
you put a Yale
Night-latch on your
door.

The Yale Cylinder Night-latch
No. 44 is a combination night-latch
and deadlock, offering all the con-
venience of the spring lock, together
with the most perfect security
known.



DEATH.

MCCORQUODALE—On the
19th instant, at East Point
Terrace, John Ken Campbell Mc-
Corquodale, of the China Sugar
Refining Company. Funeral
passes the Monument at 5 p.m.
to-day.

The Telegraph.

HONGKONG, 20th May, 1922.

STRIKE THREATS.

Whether or not there was any
real intention by the Labour
Guilds of this Colony to declare
a general strike over the Chan
Ping-sang affair it would be
difficult to say. But the idea, if
ever seriously entertained, has
been apparently abandoned by
the Union leaders. That is so
much to the good. One thing,
however, is certain, and that is
that the Union officials did de-
finitely and emphatically assert
that such a strike had been decid-
ed upon. They did not merely
hint at the possibility—they
openly declared that this was the
decision of the meeting held in
Canton. We are now inclined
to believe that there was some
lying done on this point. If that
is the case, the more responsible
of the Union leaders would be
well advised to impress upon
others the foolishness of giving
false information to the papers.
No cause can be helped by wilful
lying.

Still, the main fact is that the
threat of a general stoppage has
passed away. That public opinion
as expressed by the newspapers,
was a factor in bringing about this
result there can be no doubt. The
Union officials must have soon
realised that they had no real
case, and Chan Ping-sang him-
self, in a bit of advice which does
him credit, evidently appreciated
that point also and, what is more,
realised that his deportation was
a matter of ordinary legal pro-
cedure which the authorities had
every right to put into operation.
By advising the Seamen's Union
to do nothing to create more
strike trouble, Chan has displayed
a good spirit and wise discretion.

We hope that we shall hear no
more of these general strike
threats. There is no need what-
ever for matters to go that length.
Machinery can soon be called
into being to settle impartially
any disputes that may arise. And,
as we have before remarked,
provided demands are made in a
reasonable and just spirit, there
need be no fear that they will not
be given sympathetic considera-
tion. It is to the employers' ad-
vantage as much as to the em-
ployees' to preserve industrial
harmony.

Our Public Seats.

In our issue of Thursday, a
correspondent drew attention to
the misuse of public seats on
May Road by Chinese of the
coolie class. What he said of
that locality is true of others,
and it is about time some of the
offenders were brought to book.
Accompanying his letter, the
correspondent sent us a photo-
graph taken at May Road on
Sunday last. In it, two public
seats are shown. One is fully
occupied by two coolies, both in
private uniform. More than
three-quarters of the seat is taken
up by a coolie stretched out full-
length, with his hat over his
face and nothing on his feet,
whilst at the far end is the
other coolie, clad in sandals,
with one foot on the
seat, fast asleep. On the
other resting-place is a coolie
sitting up with one of his pedal
extremities on the seat. We are
informed that at the time this
photo was taken the coolie
shelter, about sixty yards away,
was empty, whilst amahs and
children were seated on the
ground. In this case the coolies
appear cleanly dressed, but they
were infringing regulations none
the less. What is worse, it is
quite a common thing to see
public seats occupied by street
coolies chewing the inevitable
sugar-cane and freely expectorating
on and about the seats. No
one objects to cleanly-clad, well-
behaved Chinese using public
seats. But these others need
reminding that there are such
things as common amenities
which must be observed.

The Launchmen's Strike.

As had been threatened, the
launchmen decided to "do their
darndest," and ceased work early
on Thursday evening. Although
there are only a few naval vessels
in port at present, ratings have
been spared for manning the ferry,
and an improvised service was
conducted, with the drawbacks
attendant upon improvisation.
We have just remark-
ed that the launchmen had
decided to do their worst. This
needs some explanation.
Apparently it is the Guild, rather
than the workers, that is causing
the trouble. Following a meet-
ing of the launch-owning mem-
bers of the Hongkong General
Chamber of Commerce yesterday,
the Chairman of the Chamber,
the Hon. A. O. King, informed
Press representatives of the
meeting's belief that the majority
of the launchmen were unaware
of the offers made by the owners.
The suddenness with which the
Guild turned down the owners'
offer and reinstated their original
demand's lends confirmation to
this, as there could hardly have
been time to consult the body of
the workers. Mr. King stated
that many launch owners know
for a fact that their crews, per-
fectly content with their wages,
did not know why they were striking,
which suggests that the Guild
officials have kept the men in the
dark. The Chamber is therefore
adopting the best course possible
at present of seeking to organise
a gathering, in conjunction
with the Chinese Chamber, so
as to explain the position
to the men direct. Contriving
expedients for testing the
workers' views is a delicate
matter, but the situation appears
to call for some such device as
has been proposed at Home in
regard to taking an unfettered
vote of the workers. It transpires
that a meeting with the men was
impracticable; apparently most of
them have left for Chinese terri-
tory. As in the case of the sea-
men's strike, the problem is largely
one of intimidation.

The Turkish Atrocities.

France and Italy have agreed
to co-operate in the commission
of inquiry into Turkish misdeeds
in Asia Minor. America, it is a
matter of some surprise to note,
stands aloof. France couples her
consent with a proposal for an
inquiry into Greek doings in
Smyrna, and enough has trans-
pired at one time and another
to indicate that the excesses
have not been confined to one
side. But this matter of
wholesale Turkish atrocities in
Asia Minor, reminiscent of the
worst days of Ottoman misrule,
should not be allowed to fall out
of sight on a *tu quoque* plea. The
Turks were the original aggres-
sors, and they have continued to
be persecutors throughout the
centuries, which helps to explain,
though it does not excuse, attacks
by Greeks upon Turks. Let
there be an all-round inquiry, by
all means.

60 YEARS ON ONE NEWSPAPER.
Mr. W. Tucker of the "Western
Times, Exeter, has completed 60
years continuous service.

DAY BY DAY.

CULTIVATION IS AS NECESSARY
TO THE MIND AS FOOD IS TO THE
BODY.—Cicero.

It is notified that the name of
the Kwong Yick Cotton Yarn
Company Limited, has been
struck off the Register.

Lieut. C. R. A. Wallis, 94th
Co. R.G.A., arrived by the s.s.
Takada and has been taken on
the strength of the China Com-
mand.

Tenders are being invited for
the preparation of site and the
erection of quarters for the In-
spector of Vernacular Schools at
Tai Po.

Whilst fixing a pulley in the
Cement Works, a workman
accidentally sustained a fall
which has resulted in his removal
to Hospital.

Mr. F. T. Whicker and Mr.
H. A. Wells-Smith passed as first
mates and Mr. H. S. Allison
passed as master (steamships), at
the Harbour Office yesterday.

It is proposed to construct a
motor road from Shek O Gap to
Shek O Village and also a low-
level road to connect Big Wave
Bay and Island Bay. Tenders
are being called for.

Hanging by his neck from a
tree at Bacteriological Path yes-
terday, a Chinese would-be
suicide was cut down in the nick
of time to save his life. He was
taken to the Hospital.

Kowloon Inland Lots 366 and
367 are to be sold by auction at
the F.W.D. offices on June 6th.
They each contain about 49,500
square feet and the upset price
for the two lots is \$39,400.

It is notified that the Controller
of the Local Clearing Office has
been authorised to accept claims
under Article 295 of the Treaty
of Versailles made by nationals
who are resident in the Colony.

His Excellency the Governor
has appointed Subadar-Major
Mans Rawat, 102nd K.E.O.
Grenadiers, to be one of his
Honorary Aides-de-Camp vice
Subadar-Major Roshan Khan,
222nd Punjabis.

This evening's Kowloon Theatre
attraction, "Captain Kidd, Jr.,"
will fill the bill at the Coronet to-
morrow (Sunday). Of "Captain
Kidd Jr.," it is only necessary to
mention that Mary Pickford plays
the leading role; the magic of
her name is sufficient promise of
a delightful picture.

Eleven young Filipinos who
stowed away on the Empire State,
which arrived here yesterday,
were sent by the Magistrate
this morning to the House of
Detention. They said they were
bound for America. Their
youthful appearance caused Mr.
Lindsell to make the observa-
tion: "What do children like
you want to go to America for?"
Another young Filipino was
claimed by a Mrs. A. N. Rosario
as her brother and a release was
asked for in his case. She ex-
plained that he had been ill-
treated by his father-in-law
and had come to Hong-
kong with the intention of
living with her. The shipping
company, she added, did not ask
that the cost of the trip be paid.
She would give him an education
in the Colony and keep him with
her. The request was granted by
the Magistrate.

COLONY'S FINANCE.

The Gazette contains a com-
parative statement of revenue
and expenditure for the period
ended January 31st, 1922, which
shows the total revenue for the
month to be \$1,835,117 compared
with \$1,336,236 for the same
period last year; whilst the
expenditure totals \$1,224,023, as
against \$881,403 for January,
1921.

The balance at the end of the
month was \$7,089,839.

TILBURY'S NEW STAGE.
A scheme to build a 2,000ft.
floating landing stage at Tilbury
was passed by a committee of the
House of Commons.

Between Ourselves

By Robt. MacWhirter.

Reading about Inspector Grant
taking the amahs and the bairns
to the Police Station the other
day brought me terribly in mind
of auld Matthew Byers at Link-
cuddoddie. Matthy was Link-
cuddoddie's one and only
policeman for many a long year.
I dinna just know how it was
that he first got on the force, for
he was native to the place, but
that he was a credit to it, there
never was any room for doubt.
He ruled the place as wi' a rod of
iron and even when boys became
men-big it was merely sufficient
to mention Matthy to bring them
to a realisation of their misdeeds.
He stayed in a wee cottage at the
north end o' the town. It was a
tempting kind o' place till ye got
near enough to see the big blue
and white sign "County Police"
that the roses nearly covered
over the door. Matthy kept fine
gooseberries in their season and
the auld pear tree at the
gable end o' the house must
have been a sore temptation even
to grown-ups, but I never once
heard o' any of them being mis-
sing. We boys, among ourselves,
used to call auld Matthy, "Flan-
nel-foot". Just what for, I never
rightly could mind, unless it was
merely our way o' showing how
we despised law and authority,
but I can mind fine o' Jake Crei-
thers, that had once made a trip
to London, calling him "by that
name and, man, before ye could
say knife, he and Matthy kinda
got mixed up in a struggle which
resulted in Jake being pushed
along the road to the Police Sta-
tion wi' his arm twisted well up
behind him as he was scratching the
back o' his head, awkward-like.
The next morning Matthy and he
journeyed to Dumfries. When-
ever Matthy Byers took on body
that airt he aye got a return
ticket for himself and a single for
his prisoner. That was Matthy
all over. We never rightly knew
what Jake had to say for himself.
Maybe he had difficulty in recog-
nising the charge. I think there
were half-a-dozen counts all told,
the most outstanding of
them being breach-of-the-peace,
obscene and abusive language
and resisting arrest. Onyway he
got three weeks, which was
maybe overdoing it, especially as
there was nothing particular
about Matthy's feet of which to
be ashamed. It was a lesson to
us boys, though. Aye yon man
fair put the fear o' death on us
right enough.

A Psychologist.

Though we didna even know
of its existence then, Matthy
was a bit of a psychologist
in his day. Even if he never
was sure of the boy that
did the deed he aye could lay his
hand on some one that could tell
him, which was easily the next
best thing. I mind fine in the
matter o' the disappearance o'
some red herring from the front
door barrel at Tom MacFadden's
he stopped me the next night on
the High Street. Mind ye, he
never let bug about the fish, but
he just took me right through
the front and into the back shop.
Whether he saw me looking at
the half-empty barrel in the pass-
ing, I don't know, but though
auld MacFadden said he couldna
recognise me as one o' the boys
he chased the night before, Mat-
thy was satisfied that I could
tell a lot if I would only
make up my mind to it.
The worst o' yon psychology
kind o' business is that it some-
times misses fire and strips a cog
or two in the process. It just so
happened that it was my brother
Dave and a wheen bigger boys
that had swiped the herring, and
it was only through his ordering
me up in the middle o' the night
to bring him a drink o' water that
I got to know about the ploy. But
Matthy wasna' to be beaten.
Everybody was guilty to him
until he proved himself other-
wise. So he logged me off to the
Police Station.

In Gaol.

I mind fine it was just at the
darkening o' a summer's night
when he took me past his
door and put me in the end
house. He never said a word,
mind ye, except to say that it
would may be mean the reform-
atory this time, if no' the peni-
tentiary. I was awfu' scairt sit-
ting there in the dark and I could
hear all kinds o' funny noises. He
came back in about half-an-hour
and let me out. When I got home
my Uncle opened the door.
"Come in ye jile burd, ye" says
he. My brother Dave was greet-
ing and still rubbing his legs. He
called me a "Clippe", which was
our way o' saying "tell-tale", and
got another hammering for it
right on the spot. He
was sent off to farm

service the next day and it was
months before we saw each other
again. I tried to explain to
Uncle John the next morning,
but he only smiled, tweaked my
ear and told me to try and keep
out o' jile for the future. And so
I have. Just how Matthy got
Dave to own up to the herring
stealing, I never rightly knew
but I'm thinking there was
maybe something in the
psychology business after all.
What was more to the point,
though, Tom MacFadden stopped
putting his red herrings out at
the front door after that.

Only a Name.

Ever since then I've put police-
men along wi' doctors, school-
teachers and ministers in a class
by themselves. I dinna think
they're altogether human, or is it
that in their case, we never just
get over our first awe of them? I
think there's something in that,
mind ye. So, apart from the law
in the matter, I'm a wee bit in-
clined to agree wi' Mr. Nash, that
a summons should have been
taken out against yon amahs
and no' have had the bairns, greet-
ing and squealing, taken right
bang off to the police station like
yon. And Inspector Grant has
bairns of his own too, but then I
suppose a policeman's children
dinna consider their father any-
thing out of the ordinary when
all's said and done. Talking
about obstruction, I don't suppose
for one minute that the tree roots
on the pavement, just where the
amahs were caught sitting, could
be termed such on a Sunday
afternoon. No, I think you've
got to wait till it's dark before
they come under that heading;
then they're a lot worse than that
in proportion to the amount of
skin you scrape off your kneecap
and the depth of gravel rash you
get on the palms of yon hands.
Some o' our foot-paths are only
so-called because they happen to
be at the side of the road. If they
were on the hillside, for instance,
no-one would take any notice of
them at all. Some o' the Kow-
loon ones may as well be there for
all the good they are.

Our Amahs.

Mind ye, I've nothing against
the amahs. They're all
right in their place and
that's their bed. A few
years ago the late Sir Henry May
let off a panegyric about the
Chinese amah which did much
credit to his goodness of heart.
Certainly he had a nicely brought-
up family but then, again, it isn't
every girl that's so lucky as to
have a mother like Lady May.
What's more forbye, I don't sup-
pose if you and I were C.B.P.s,
Colonial Secretaries or Governors
we would run much risk in the
way of having a bum amah foisted
onto us. Taking them by and
large, the modern amah is
nothing to write home about.
Most of them have been born
tired, and only time any of them
walk is when they get a Sunday
off. It's really surprising how
they can cover the ground in
their own time. Take away
the wee stool from below the
baby amah and she's lots
worse than a dog wi' a broken leg
when it comes to moaning. Some
idea of her push and agility may
be gathered from the fact that
it has never been known for a
Kowloon parent to require his
perambulator to be re-tyred. In
fairness to the amah, however,
the smoothness of our roads and
the average ratio of family must
be taken into consideration. She
will not walk with the kids,
preferring to sit on her hams gos-
siping with her familiars. When
remonstrated with she invari-
ably says, "Have got too much
hot inside." She's up to all sorts
of filthy tricks to quieten her
young charges, practices which
often cause habits well-nigh un-
breakable in after years. Sufficient
unto the day, is good enough for
amah. She often shrieks so at
the children that she either breaks
their nerve or, in course of time,
makes them inattentive to
parental remonstrance.

"Fast-Growing".

If we had larger parks they
might meet the rise in children,
but no matter how near they were
they'd always be too far away for
the amahs. Talking about the
present play-ground, the "fast-
growing shade trees," as they
were officially termed when the
ground was first opened, sadly
belle the description. The tallest
is only about four feet high. May-
be they got hold of the wrong
seed, or was "fast-growing" only
a relative term? As they are,
they provide no shade, for the
very simple reason that the
children grow up faster than the
trees.

TEA CLIPPER DAYS.

Hongkong and Shanghai
Forty-Five Years Ago.

Prior to his departure on the Empress of Asia, we had an interesting chat with Captain T. A. Mitchell, who has been in the service of the Indo-China Steam Navigation Company for over 30 years (of which 23 years were in command) and who may well be termed one of the "old China hands."

Old Hongkong.

As we have already recorded, Captain Mitchell first came to China in the 70's as an apprentice in the well-known tea clippers of the Aberdeen White Star Line. Of Hongkong, 45 years ago, he told us that it was a vastly different port to what it is to-day. "Instead of the harbour being the scene of oceanic activity that it now is," he said, "it was speckled with the graceful hulls and lofty spars of those historic craft which opened up trade between China and the British Empire and other nations. To those who can remember it, it was a never-to-be-forgotten sight to see these stately craft as they sailed into or out of harbour under a cloud of canvas to the cheery ring of the chimes from the crews as they hoisted the anchors up or hoisted the heavy yards aloft when making sail. An ocean steamer in those days was nearly as much of a curiosity as a full-rigged sailing ship is at the present time."

With regard to the island itself Captain Mitchell said that, in those days, viewed from the harbour there was little or nothing in the way of residences to be seen above the Causeway level, whilst the huge buildings now to be seen along the waterfront were edifices never dreamt of by the residents of those times. The same might be said of the Peak Tramway and big public works, the improvements that had been made to the Colony since those days being such as could only be thoroughly appreciated by those who can compare the past with the present.

Sailing Ships at Shanghai.

"The same remarks," said Captain Mitchell, "apply to Shanghai, which in the seventies was the scene of great shipping activity. Right from the Soochow Creek up to Tunka-doo three tiers of sailing ships could be seen moored in the season. The inner tiers next the English Bund were reserved for the crack packets, the middle for those of less importance and the one nearest the Pootung side for the droghers. The Old Dock, as it is now known, was in use then and was a most important place, too. Little was to be seen on either bank of the Whangpo below the Old Dock, and the few residences in the vicinity of what is now known as the Ewo Jetty were looked upon as being away out in the country. This jetty was a landing-place even in the late seventies. Almost abreast of it on the Pootung side, or near where the New Dock now is, there was a collection of low white buildings bearing the name of the Commissary Stores. Opposite those buildings the sailing ships used to anchor until they had been duly entered and a berth allotted to them in the tiers, where one of the tow boats, such as they were, would make fast under the quarter and manoeuvre the vessel into her berth."

The Bubbling Well.

"Not only has Shanghai grown and spread down the river in the direction of Woosung since those early days, with the result that houses then regarded as country residences are now in the midst of Chinese districts, but the river itself has considerably altered. At Black Point to-day can be seen a small white joss-house right on the bank of the river and almost tumbling into it. In the seventies, this same joss-house was away far back from the river, and a line of trees, which can be seen on the other side opposite Black Point, but well back from it, at that time stood right on the bank. Going out from the English Settlement away from the river, the Bubbling Well was considered a long drive out into the country. A small bungalow existed then which was known as 'The Bubbling Well Cottage,' kept by an old Scottish lady, where pleasure-seekers could stop and have tea or whatever their inclinations prompted them to take. Yes, Shanghai looked very different then to what it does to-day with its palatial residences right out into miles beyond the Bubbling Well, which is now much more likely to be passed unnoticed than to be pointed out as a historic curiosity. The ring of the chimes has gone from Shanghai forever, and in its place we hear the familiar 'Ho-ho! Ho-ho!' of the coolies as they carry huge packages of ocean-steamship cargo along the many wharves that have sprung up in all directions."

A Reminiscence.
Captain Mitchell's last visit to Hongkong in the days of the tea clippers was in 1882, when he was a junior officer, and on that occasion a fellow-apprentice of his who had just finished his apprenticeship and obtained a certificate was offered an appointment in one of Douglas Lapraik's steamers, the Thales, and took this job and went away with Captain Pocock (who will be remembered by old residents as the Captain who was murdered in the Namco diracy) and rose in the service of the Company to command one of their steamers, eventually taking up an appointment as pilot in Foochow, and known to many of his sailing friends as Captain Thom. He died a year or two ago at his residence at Pagoda Anchorage.

In concluding his chat, Captain Mitchell said that when he joined the Indo-China Company in 1881, the forebears of Hongkong bore no resemblance to what it does to-day. Where the Post Office now stands were the waters of the harbour and one had only to walk across the street from Jardine, Matheson's old offices down the bank and on to an improvised landing into a sampan.

C.E.R. INTER-ALLIED TECHNICAL BOARD.

Under the leadership of the union of twelve Chinese public organizations, about ten thousand students, merchants and others made a demonstration in the principal streets of Harbin the other day demanding the cancellation of the Inter-Allied Technical Board and the withdrawal of the Japanese troops from the Chinese Eastern Railway on the ground that there is no necessity for the existence of these institutions. Further, the Chinese Chamber of Commerce of Harbin has memorialized the President of the C.E.R. urging that in view of the hard financial situation of the railway administration which prevents the introduction of effective reforms to restore the line to its former condition, the Allied and Associated Powers, including Czechoslovakia, should be asked by the Peking Government to pay their debts to the railway without any further delay. In the transportation of their military forces and supplies to Siberia through Manchuria, the Powers owed the County Court, witness replied: "Yes; what's the good of keeping a dog and barking yourself?"

THE PRINCE'S FAREWELL
TO THE PHILIPPINES.Dances with the Ladies of
Manila.

The Prince of Wales left Manila at 8.10 p.m. on the 15th. inst. in the Jolo, the private launch of Governor-General Wood, to board H. B. M. S. Renown, which, a few minutes later, got underway for the return voyage to England by way of Penang.

"I am delighted with the way everyone received the Prince here; he is a thoroughly fine fellow and enjoyed himself with the Thales, absolute freedom," said Governor-General Wood.

At the Polo club, where the Prince and Governor Wood resided, he arrived about 6.30, H.R.H. danced repeatedly and had a jolly time. Among those who danced with the Prince were Miss Louise Wood, daughter of the Governor-General, Miss Marjorie, daughter of the Major-General and Mrs. J. C. Rockwell.

THE PRINCE'S FAREWELL.

The Prince sent the following farewell message to the Philippines: "I am now returning home from the third long voyage that I have undertaken since the war, and in the course of each one, I have had the pleasure of setting foot on United States territory. At the conclusion of my visit to Canada in 1919, the President was good enough to invite me to the United States, and I shall never forget the welcome given me both in Washington and New York. Then during my Australian trip, the following year, I paid two delightful visits to Honolulu, called at San Diego and passed twice through the Panama Canal."

"And so my third trip, which is so nearly at an end, would not have been complete had I been unable to keep up the record. I consider it therefore a special pleasure that, by the kindness of the United States Government, it has been possible for me to include a visit to the Philippines in my homeward journey."

"It is a matter of considerable regret to me that the shortness of my stay has not enabled me to pay a visit to your hill station at Baguio, but I need not say how much I have enjoyed my few days in Manila, and have appreciated the welcome extended to me on all sides."

PROVERBIAL WISDOM IN COURT. Asked if a dog barked, in a possession case at Shoreditch churia, the Powers owed the County Court, witness replied: "Yes; what's the good of keeping a dog and barking yourself?"

DAIRY FARM NEWS.

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IN THE IMMEDIATE FUTURE.
AT THE CORONET

GOUVERNEUR MORRIS IN THE PENALTY

TO-DAY is
the LAST
DAY of that
really great
REX BEACH
picture
THE PENALTY

You owe it
to yourself to
see this.

TO-MORROW
(Sunday)

MARY
PICKFORD

"CAPTAIN KIDD, Jr."

ON MONDAY,
LOOK OUT FOR
ANNOUNCEMENT
OF GREAT DRAMA
OF THE NORTH-WEST
"LIFE'S GREATEST
QUESTION."

AT KOWLOON THEATRE

TO-DAY is the LAST DAY
of

MARY PICKFORD in
"CAPTAIN KIDD, Jr."

TO-MORROW (Sunday) commences

"THE HEART OF THE NORTH"

a really big picture with
Roy Stewart and Louise Lovely.

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SPECIAL DANCE

with
FOX-TROT COMPETITION.

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SPECIAL OFFERING OF
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BELOW ORIGINAL COST

COMMENCING MONDAY, 21st.

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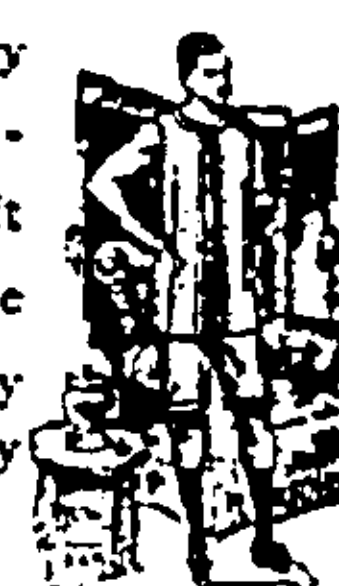
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PRINCE OF WALES IN JAPAN.

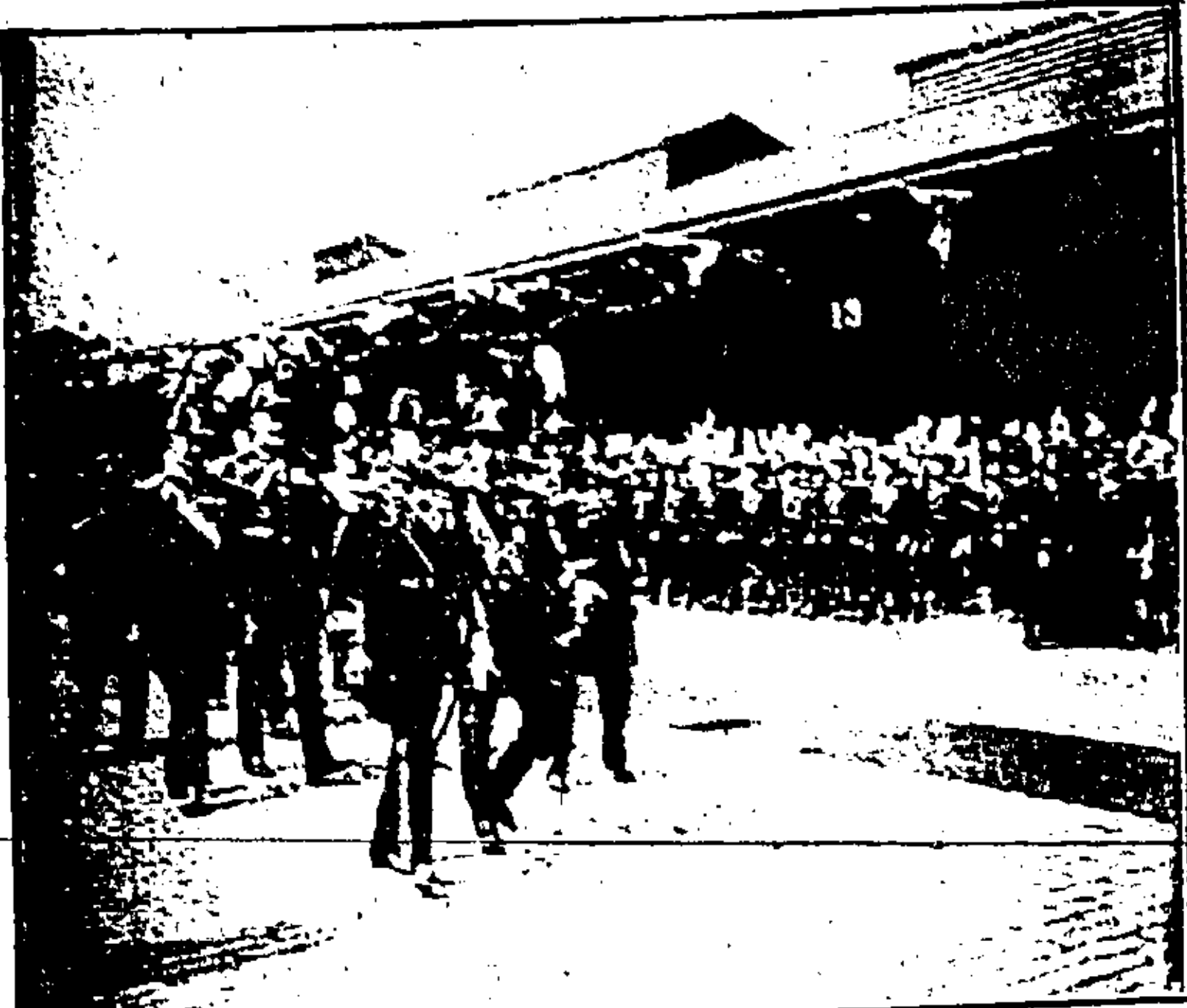


Photo: "Japan Advertiser."

H.R.H. the Prince of Wales coming ashore at Yokohama.

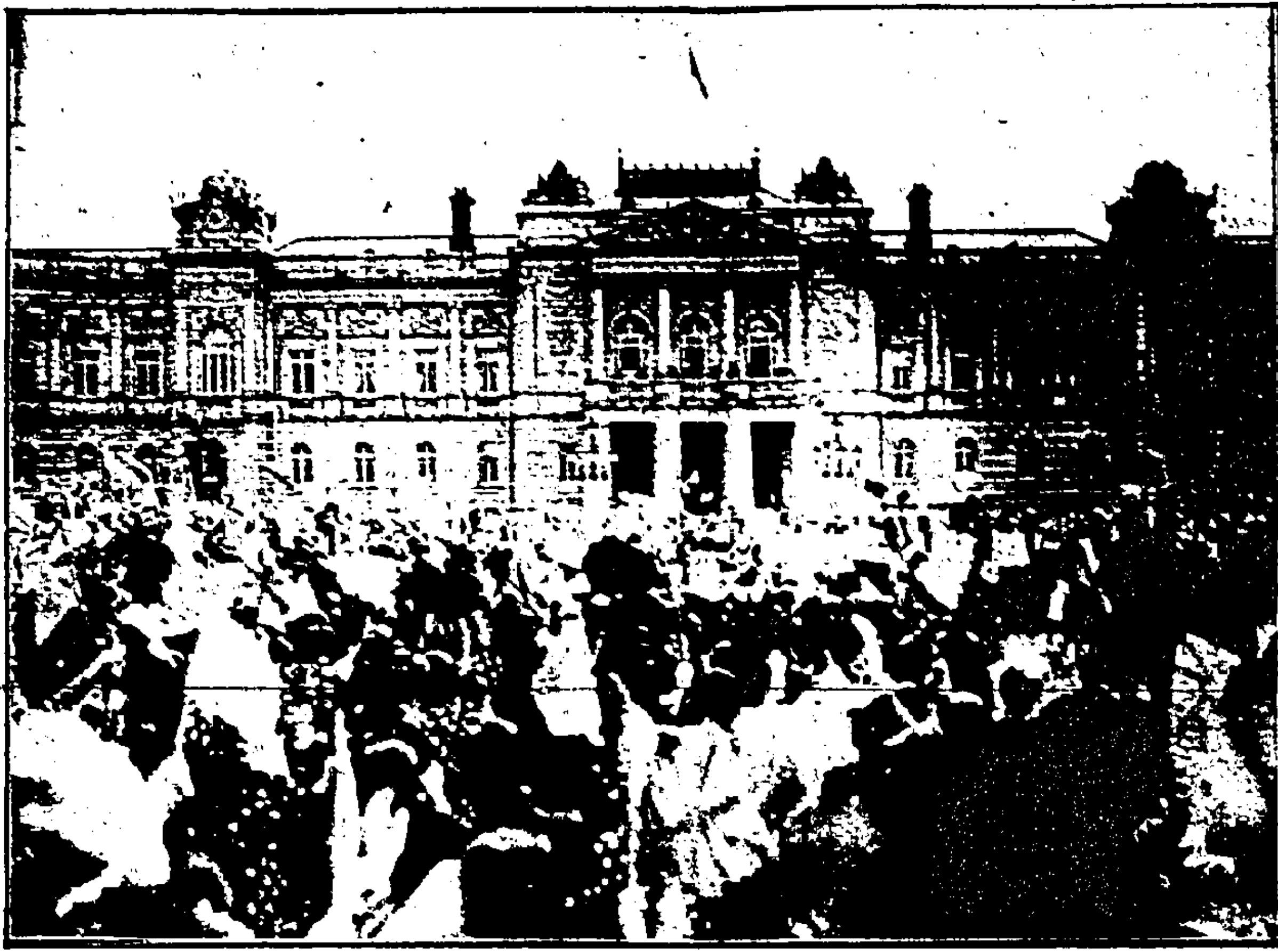


Photo: "Japan Advertiser."

Japanese Sunday School children greeting the Prince in front of Akasaka Palace. The Prince is on the balcony, from which he addressed and thanked the children.

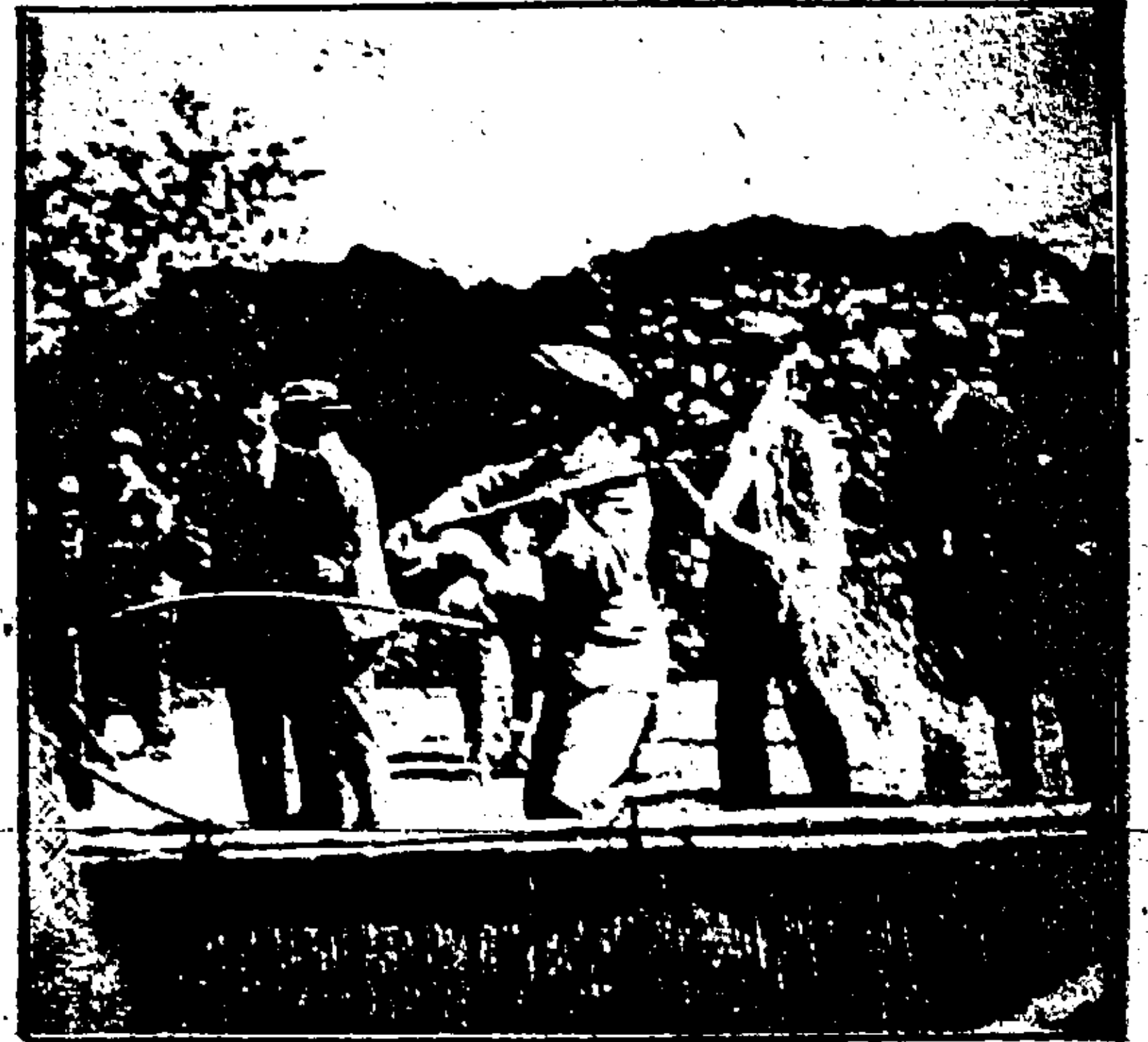


Photo: "Japan Advertiser."

His Royal Highness netting ducks at Hama Detached Palace—a very ancient Japanese sport.



Photo: "Japan Advertiser."

The fire at the Imperial Hotel, Tokyo, in which members of the Prince of Wales' staff lost their personal belongings.



Capt. T. A. Mitchell, who has just gone Home after 30 years' service with the Indo-China Steam Navigation Co.



Capt. Mitchell with his cook, carpenter and quartermaster, who served continuously with him for over 22 years.



Photo: "Japan Advertiser."

Firemen playing streams of water on buildings near the Imperial Hotel, Tokyo. Fortunately, no building, save the hotel itself, was burned.

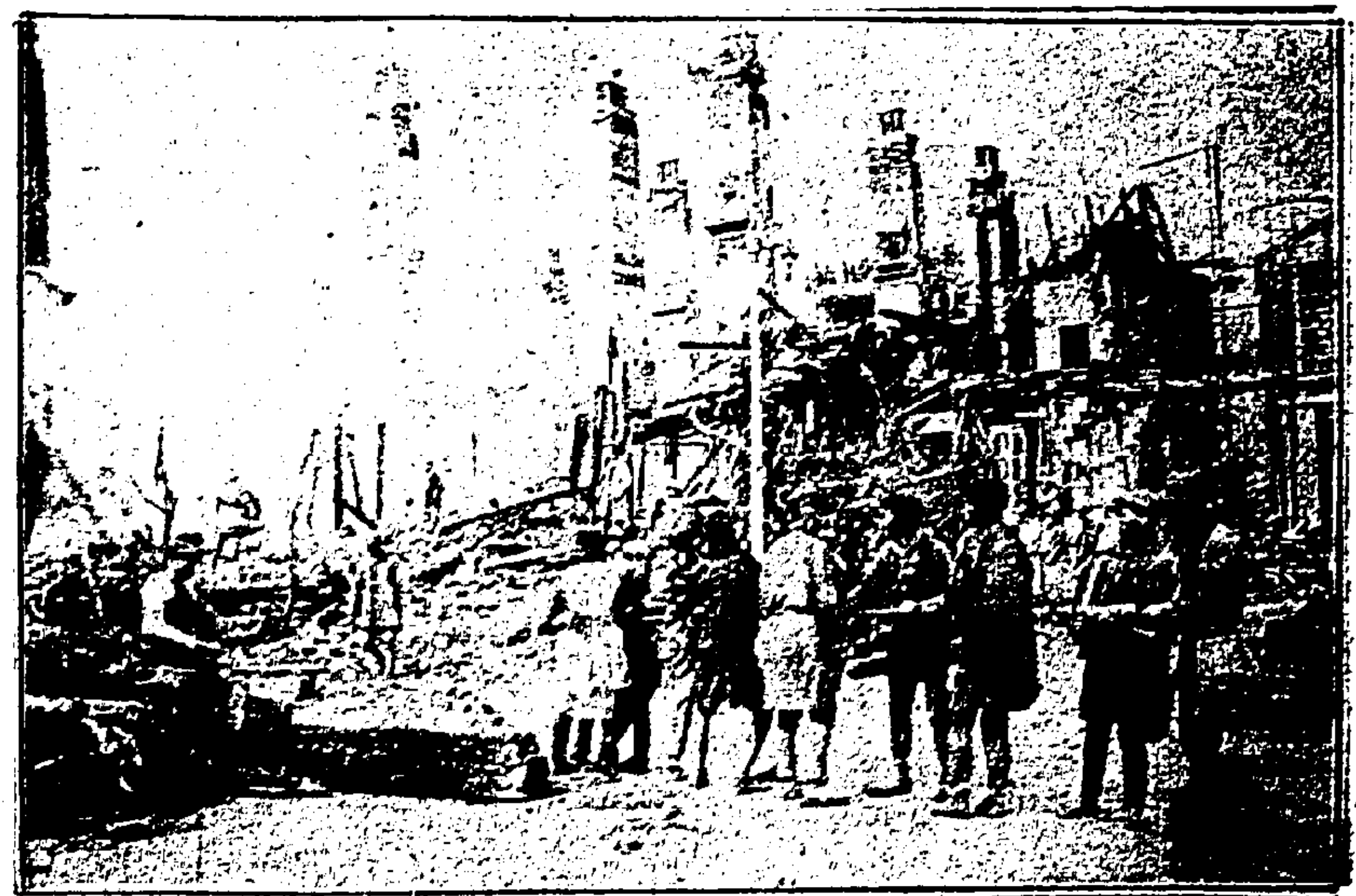


Photo: "Japan Advertiser."

Ruins of the Imperial Hotel, Tokyo, after the fire.

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HOME VIA CANADA

Hongkong to England

From	Due	From	Due
via Shanghai		via Vancouver	
Empress of Canada	June 22	Empress of India	July 12
Empress of Russia	July 3	Empress of France	July 15
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"THE PATHWAY OF THE SUN."

Ship	Leave Hongkong	Ship	Leave Hongkong
SHINYO M.	22,000, May 29	SIBERIA M.	20,000, July 8
PERSIA M.	9,000, June 15	TENYO M.	22,000, July 19
TAIYO M.	22,000, June 21	KOREA M.	20,000, July 30

Calling at Dairen and omitting call at Shanghai.
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FOR KEELUNG via Swatow & Amoy.

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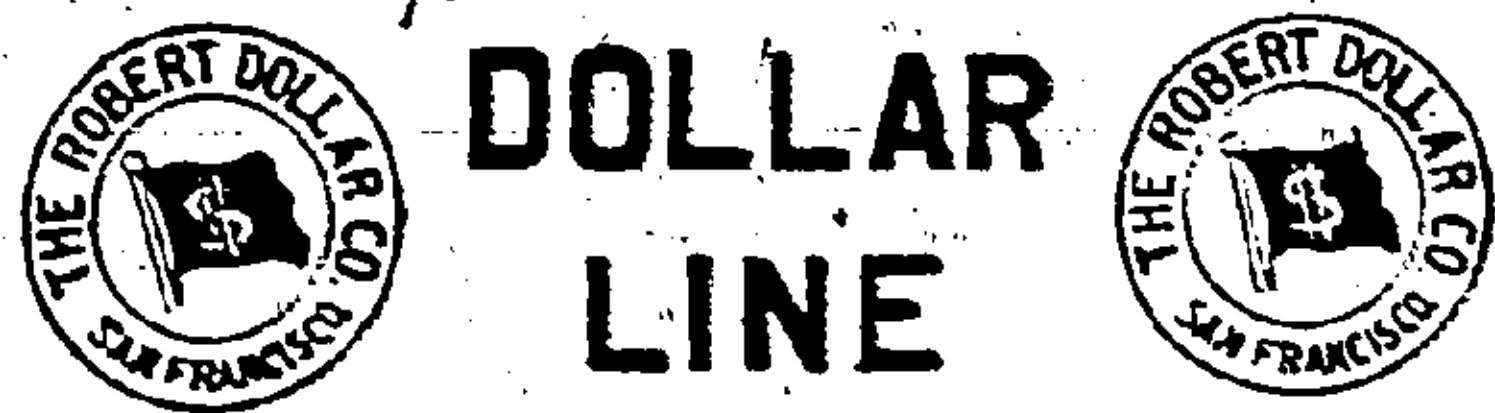
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S.S. Pinetree State For Manila May 22.

S.S. Wenatchee For Manila June 5.

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THE STEAMSHIP:

"VAN OVERSTRATEN"

will be despatched to

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This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

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FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

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DEVALION ... via Suez Canal ... 3th June.

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COMMERCIAL NEWS.

NEW OPEN PORTS.

The Peking Government has decided that Chantien, Fengtau, Kaomi, Weihsien, Trusha, Pochuan, Chowsan and Chingchow of Shantung shall be opened as commercial stations under China's own initiative.

PORTUGAL TO SPEND £3,000,000 ON ENGLISH GOODS.

A credit of £3,000,000 has been granted to Portugal through the Export Credits Department for the purchase of British goods in this country. It is to be repayable within five years. This credit is anticipated, will enable Portugal to put her exchange on a better basis and help to rectify her present economic situation.

JAPAN-MEXICAN OIL CO.

The Japan-Mexican Oil Company has been established by Mr. Matsukata Goro. The new concern expects to import kerosene oil to the annual amount of two million koku for which an agreement has been made with the Mexican International Oil Co. The oil will be refined and supplied to the Government and Korea and Manchuria, from a new factory at Chinghai Bay.

TIMBER FOR THE FAR EAST.

Increased activity in the lumber market is reported from Bellingham, U. S. A., where the E. K. Wood Lumber Co., has received inquiries from Japan for 11,100,000 feet of lumber. Shipments from that quarter to the Orient since January 1, have totalled 5,000,000 feet to Japan and 500,000 feet to China. The E. K. Wood Lumber Company is about to load a vessel with 600,000 feet for Japan, and at the same time, 1,000,000 feet for China, most of which will come from the Bleedel-Donovan Lumber mills.

SALTPETRE CONTRACTS.

Contracts for the import of Chili saltpetre to Japan have been arranged to the amount of 21,000 tons during the first half of this year, particulars being as follows—Ginyo-maru 9,000 tons. Anyo-maru 6,000 tons. Seiyo-maru 3,000 tons. Rakuo-maru 3,000 tons. Of the 21,000 tons, 14,500 tons are to be landed at Osaka and Kobe. The Ginyo-maru, and Anyo-maru have already arrived, the Seiyo-maru is due by the end of this month, and the Rakuo-maru is expected during June. The demand is estimated at 35,000 tons, that is, 15,000 tons as fertiliser and 18,000 tons for industrial use both in the Kwanto and Kwansai, and thus the supply comes short of the demand by 12,000 tons. Buyers offered ¥135 for June shipment; with no result, but bargains were concluded for July and September arrival at ¥123. Moreover, the supply of home saltpetre will cease from June to September. Such being the case an upward tendency will develop unless there arise some unexpected factors to disturb it.

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Kowloon Docks

No. 1. Length

700ft.

Breadth 36ft.

No. 2. Length

371ft.

Breadth 74ft.

No. 3. Length

264ft.

Breadth 49ft. 3in.

No. 1 Slip

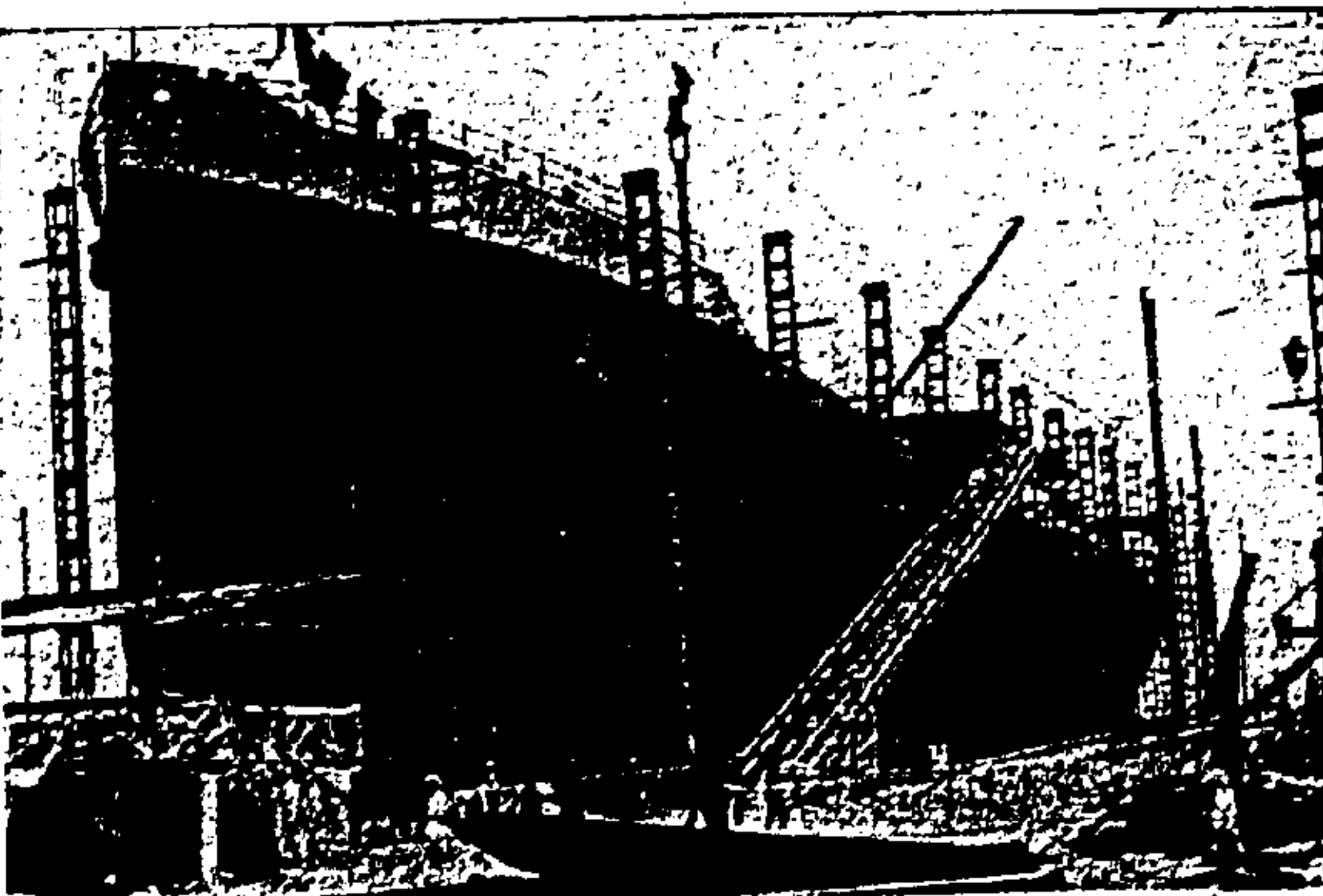
Length 240ft.

Breadth 60ft.

No. 2 Slip

Length 224ft.

Breadth 60ft.



Launch of Oil Tanker "PALUDINA" at KOWLOON DOCK. Built to the order of The Anglo-Saxon Petroleum Co. Ltd.

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Tai-Kok-Tsui

COSMOPOLITAN DOCK

Length 466ft.

Breadth 26ft. 6in.

Aberdeen

HOPE DOCK

Length 435ft.

Breadth 24ft.

LAMONT DOCK

Length 335ft.

Breadth 46ft.

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RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS**
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
DONGOLA	8,000	23 May 6 a.m.	Suez, Aden, P.S., M's, L'don
KHYBER	9,000	7th June	M's, London & Antwerp
SICILIA	8,000	11th June	Suez, P.S., C'ho & B'bay
DELTA	8,000	21st June	M's, London & Antwerp
KASHMIR	9,000	5th July	M's, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TANDA 8,956 20 May 3 p.m. C'ta via S'pore & Penang

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
EASTERN	3,586	1st June	Manila, Cairns, Thurs. Is., Townsville, Brisbane, Sydney and Melbourne.

Freight particulars apply to the Agents. S.S. Company's steamers from Australia to the Pacific K'ed in via New Zealand, S.A. ports, San Francisco, etc., or via the New Zealand Shipping Company's steamers to San Francisco and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
KIDDERPORE	5,314	20 May 4 light	Shanghai & Kobe
DELTA	8,000	22nd May noon	S'hai, Moji, Kobe, Y'hama
G. APCAR	4,649	23 May 4 light	Amoy, Shanghai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring less than 100 lbs. x 10 x 10 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to
MACKINNON, MACKENZIE & CO.
Agents.

22, Des Vaux Road Central

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong
S.S. "RADNORSHIRE"	5th June
M.V. "GLENBEG"	17th June

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. GLENGARRY	6th June	L'don, Hull, R'dam, H'burg
S.S. CARNARVONSHIRE	9th June	L'don, Hull, R'dam, H'burg

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.
THE GLEN LINE, LTD.
AGENTS

Telephone No. 215, sub-ex. 23 and 3696.

Shipping to Europe, Australia, and other Ports.

N. Y. K.VICTORIA, SPATTLE & VANCOUVER via S'hai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

Destination	Steamer	Sailing
INDO MARU (Calling Keelung)	Monday, 12th June, at 11 a.m.	
SHIDZUKA M. (Calling Keelung)	Monday, 3rd July, at 11 a.m.	
MARSEILLES, LONDON & ANTWERP via Singapore, etc.		
SUWA MARU	Thursday, 25th May at 11 a.m.	
FUSHIMI MARU	Friday, 9th June at 11 a.m.	
IAMBURG via DUNKIRK, LONDON & ROTTERDAM.		
MITO MARU	Thursday, 8th June.	
IVERPOOL via MARSEILLES and Valencia.		
TATSUNO MARU	Sunday, 4th June.	
SYDNEY & MELBOURNE via Manila, etc.		
AKI MARU	Monday, 22nd May at 4 p.m.	
TANGO MARU	Tuesday, 20th June at 11 a.m.	

NEW YORK VIA PANAMA.
DURBAN MARU Tuesday, 6th June.
NEW YORK via Suez.RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.
KAWACHI MARU Sunday, 4th June.OMSBAY via Singapore & Colombo.
WAKASA MARU Sunday, 21st May.CALCUTTA via Singapore, Penang & Rangoon.
TOTOBI MARU Tuesday, 30th May.YAGASAKI, KOBE & YOKOHAMA.
TANGO MARU Saturday, 20th May.SHANGHAI, KOBE & YOKOHAMA.
AWA MARU Saturday, 20th May.

NAGANO MARU Tuesday, 30th May.

For further information apply to— **NIPPON YUSEN KAISHA.**

Telephone Nos. 392 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON.

S.S. "WRAY CASTLE" Sailing on or about 23rd May.
S.S. "BOWES CASTLE" Sailing end of June.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENETIA" Sailing on or about 4th June.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" Sailing on or about 2nd June.

S.S. "VENETIA" Sailing 2nd half of June.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UNLAZI" Sailing second half of June.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030

Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	18th May	20th May

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
(JOHN SWIRE & SONS, LTD.)
Agents.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT & PASSENGER SERVICE

HOMEWARDS.

Steamers	Sailing
Kandahar	10th June L'don, Antwerp, R'dam & H'burg.
City of Glasg	5th July London, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow Choyssan	Sun. 21st May at 4 light.	
BANGKOK via Swatow Kwaisang	Tues. 23rd May at 10 a.m.	
TIENSIN	Tues. 23rd May at noon.	
HAIPHONG via Hoihow Takang	Wed. 24th May at 10 a.m.	
SHANGHAI via Swatow Tingsang	Wed. 24th May at noon.	
STRAITS & Calcutta	Thurs. 25th May at 3 p.m.	
SANDAKAN	Thurs. 25th May at noon.	
MANILA	Fri. 26th May at noon.	

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Thursday, 25th May, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW, SHAI & TTAO	Sunning	30th May at 4 p.m.
SHANGHAI	Kansu	32nd May at 4 p.m.
SWATOW & BANGKOK	Kwangtung	23rd May at noon.
SWATOW, SHAI & TTAO	Luchow	23rd May at 4 p.m.
H'PHONG, H'HOW & B'KOK	Chonan	24th May at 10 a.m.
PAKHAI & HAIPHONG	Kalong	24th May at 10 a.m.
MANILA, CEBU & ILOILO	Taming	24th May at 4 p.m.
AMOI & SHANGHAI	Szechuen	25th May at noon.
SWATOW, SHAI & TTAO	Sinkiang	27th May at 4 p.m.
SHANGHAI	Suiyang	29th May at 4 p.m.
SWATOW, SHAI & TTAO	Yingchow	30th May at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

(JOHN SWIRE & SONS, LTD.)

Telephone No. 36.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiphong	W. C. Parnmore	21st May at noon.
Haiching	J. S. Thomson	26th May at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. CHERIBON MARU Sailing on or about 23rd May.

S.S. MACASSAR MARU Sailing on or about 6th June.

For Moji, Kobe & Yokohama.

S.S. SAMARANG MARU Sailing on or about 7th June.

S.S. BORNEO MARU Sailing on or about 22nd June.

For further particulars please apply to—

K. SUZUKI,
Manager.

Tel. No. 2295.

Second Floor, Prince's Building.

SHIPPING NEWS.

NAGASAKI TONNAGE.

Last year only 693 vessels, of 3,125,910 tons, entered the port of Nagasaki, compared with 875 vessels, of 3,667,676 tons in 1920.

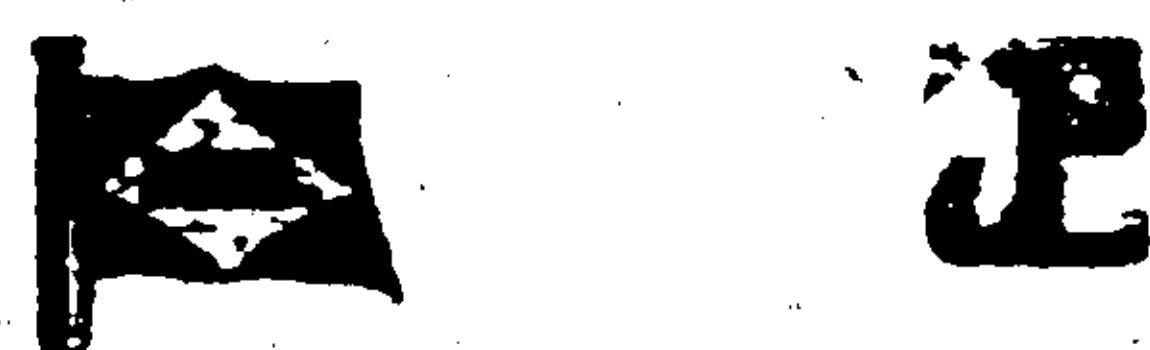
HONGKONG AND MANILA.

Attempts by various commercial and official bodies in the Philippines are being made to secure the routing of cargoes from Philippine ports through Manila instead of through Hongkong. At present much of the outbound shipping from the islands is carried direct from Philippine ports to Hongkong, where it is transhipped. Local interests hope to make Manila the transshipping point instead. Much of the difficulty in routing cargoes through Manila is due to the fact that rates on inter-island lines are extremely high. The freight rates on some cargoes from the southern Philippines to Manila are said to exceed the charges on the same cargo from Manila to New York. It is hoped by merchants that the inter-island rates will be readjusted.

INSURANCE OF OIL BURNERS.

The risk of fire in steamers which burn oil fuel is a subject to which a great deal of attention is being devoted and rightly so, for burners are some time momentarily extinguished and the oil escapes, with the risk of a fire occurring. A writer in an American contemporary, after discussing various types of safeguards against fire now on the market in the United States, comes to the conclusion that chemical extinguishers are the best, and draws attention to an interesting point. He compares the installation of these appliances on board oil-burning ships with the provision of sprinklers in quayside buildings, but then points out that whilst insurance companies usually reduce their premium rates when a building is so equipped to meet their requirements, similar precautions on vessels are hardly ever taken into account by marine underwriters. When it is remembered that oil-burning has only become popular within the last few years, it is obvious that apparatus for fighting fires on vessels burning oil fuel had the same period of time in which to develop. When these appliances have been brought to a state of perfection similar to those used in warehouses, etc., it is possible that marine insurance companies will reduce their rates.

AUSTRALIAN NAVIGATION ACT.

The *Hobart Examiner* throws an interesting sidelight upon the Navigation Act of the Australian Commonwealth. The authority whose views are quoted is Senator Earle, vice-president of the Executive Council and Acting Minister for Home and Territories. Dealing with Tasmania's position with regard to the Act, he said that the Government dare not grant permits for unlicensed ships to trade to Tasmania. As a reason for this he stated that every country manned its ships with their own citizens, but "Great Britain, to our discredit, was the unfortunate exception." The Navigation Act, he said, was passed in 1912 so that the steamship companies have, he maintained, had ample time to make their preparations to obtain licences to carry passengers and cargo between the ports of Australia. The conditions he does not believe very irksome, but those who have to foot the bill think differently. A vessel, to comply with the rules, must be officered and manned as per the Act; must pay the wage rate set up by the arbitration Court; and must provide sleeping, messing, lavatory and sanitary accommodation to comply with the rules laid down in the Act. The expense of compliance with these conditions was deemed prohibitive, and hence voyagers between Australian ports can no longer enjoy the luxury and comfort of the British mail ships. Senator Earle admits that this is a hardship, but pleads that exceptions to the enactment could not be granted when native-owned vessels, which were running half full, had gone to the expense of making the alterations necessary. And there the matter remains for the present. Signs not wanting, however, that the Australian public are becoming somewhat tired of the dictation of labour, and it should certainly intensify this feeling that the travelling public are not allowed to select their own vehicle of transportation between one Australian port and another.**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjikini	Java	in port	17th May	S'hai & Daloy
Tjikondari	Java	in port	17th May	Shanghai
Tjikilap	Java	25th May	28th May	Shanghai
Tjikembang	Java	2nd June	7th June	S'hai & N. C.
Tjikarom	N.C. Amoy	7th June	9th June	B'via direct
Tjikodas	Japan	7th June	10th June	S'hai via M'sar

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	To
Simaloor	S'hai	24th May	25th May	Batavia & Rotterdam

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

